SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

RIO GRANDE DIVISION

29

To Take Effect Sunday, November 22, 1942, at 12:01 A. M.

MOUNTAIN STANDARD TIME

For the government and information of employes only

C. F. DONNATIN,
General Manager

J. W. CORBETT,
Assistant General Manager

R. E. HALLAWELL
General Superintendent of Transportation

G. C. BAKER
Superintendent of Transportation

H. S. FAIRBANK,
Superintendent

EASTWARD

MESCAL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 29 November 22 ,1942	Distance from Douglas	FIRST CLASS				SECOND CLASS				THIRD CLASS
		964	942	962	960		4	44				1	3	43	5	845				943
		Freight	Mixed	Freight	Freight		Golden State Limited	Californian				Sunset Limited	Golden State Limited	Californian	Argonaut	Freight				Mixed
		Leave Daily	Leave Thurs. only	Leave Daily	Leave Daily		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Thurs. only
Tucson Yd. BKWFTYP									983.9	TO-R TUCSON 0.8 Track No. 1	123.1	s 4.10AM	s 7.50AM	s 6.55PM	s 7.30PM	3.40PM				
									984.7	T. & N. R. R. JCT. 3.0	122.3									
									987.7	POLVO E 5.6 W 6.4	119.3	4.01	7.39	6.47	7.21	3.29				
25 Spur P		See Tucson Division Time Table							993.7	CRUZ 4.2	113.3	3.53	7.31	6.39	7.13	3.17				
74 WP									997.8	RITA 5.9	109.2	3.48	7.26	6.34	7.08	3.10				
74 P									1003.7	VAIL 9.0	103.3	3.40	7.18	f 6.26	7.00	2.59				
66 P									1012.9	MARSH E 8.9 W 9.9	94.1	3.28	7.06	6.14	6.48	2.37				
85-S 94-N CIYP		6.20PM		10.01AM	2.15AM		3.10PM	11.05AM	1022.3	TO-R MESCAL E 2.3 W 1.9	84.7	3.15AM	6.53	6.01PM	6.35	2.20PM				
74 P		**6.30**		10.08	2.23		3.15	11.10	1024.5	MIRAMONTE 4.4	82.5		6.49		**6.30**					
74 WP		6.40		10.16	2.35		3.22	11.17	1028.6	WHETSTONE 6.7	78.4		6.44		6.24					
83 P		6.53		10.28	2.50		3.31	11.26	1035.5	SAN JUAN 7.5	71.5		6.34		6.14					
75 P		7.08		10.42	3.04		3.41	11.36	1043.1	BOQUILLAS E 3.7 W 3.0	63.9		6.24		6.04					
P		7.15		10.48	3.12		3.46	11.41	1046.4	BENSON JCT. 1.4	60.6		6.19		5.59					
YdLmts									1047.8	JUNCTION E 0.1 W 2.8 A. B. S.	59.2									
74 KWOYP		7.30	1.20PM	11.03	3.32		s 3.56	s 11.51AM	1048.2	TO-R FAIRBANK 6.5	58.8		f 6.15		s 5.56					s 4.20PM
71 P		7.42	f 1.32	11.15	3.47		**4.06**	12.01PM	1054.7	CHARLESTON 4.5	52.3		6.04		5.47					f **4.06**
Yard Limits 75 YP		7.48	s 1.40PM	11.23	3.57		4.14	12.07	1058.8	TO LEWIS SPRINGS 5.5	48.2		5.58		5.41					3.45PM
76 P		7.57		11.34	4.12		4.23	12.15	1064.9	SAN PEDRO 4.5	42.1		5.49		5.32					
60 WP		8.05		11.43AM	4.27		s 4.38	s 12.27	1069.0	TO HEREFORD 5.8	38.0		s 5.42		s 5.24					
74 P		8.20		12.01PM	4.42		4.49	12.38	1075.1	STARK E 6.5 W 6.3	31.9		5.30		5.10					
66 P		8.38		12.20	4.57		s **5.02**	12.47	1080.9	NACO E 3.5 W 3.4	26.1		5.22		s **5.02**					
Yard Limits 66 WCYP		8.46		12.28	**5.15**		s 5.15	s 1.00	1085.0	TO-R BISBEE JUNCTION E 4.9 W 5.0	22.0		s **5.15**		s 4.49					
75 P		9.00		12.40	5.30		5.23	1.08	1089.7	CROOK 7.2	17.3		4.59		4.29					
75 WP		9.13		12.53	5.45		5.34	1.19	1096.9	FORREST 7.4	10.1		4.47		4.17					
69 P		9.28		1.07	6.00		5.44	1.29	1104.3	CALUMET E 2.7 W 2.0	2.7		4.35		4.05					
Douglas Yd. BKWFTYP		9.35PM		1.15PM	6.10AM		s 5.50PM	s 1.35PM	1107.0	TO-R DOUGLAS	0.0		4.30AM		4.00PM					
		Arrive Daily	Arrive Thurs. only	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		(123.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Thurs. only
		(3.15) 26.06	(0.20) 31.80	(3.14) 26.20	(3.55) 21.63		(2.40) 31.76	(2.30) 33.88		............Time Over District.......... ......Average speed per hour		(0.55) 41.89	(3.20) 36.93	(0.54) 42.67	(3.30) 35.17	(1.20) 28.80				(0.35) 18.17

Rule S-72. Westward trains are superior to trains of same class in the opposite direction.

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west switch Calumet and look out for yard engines occupying main track.

See page 7 for additional schedules between Benson Jct. and Fairbank.

EASTWARD — HACHITA SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco		Time Table No. 29 November 22, 1942	Distance from Anapra	FIRST CLASS	
	964 Freight	962 Freight	960 Freight	4 Golden State Limited	44 Californian			STATIONS		5 Argonaut	3 Golden State Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
Douglas Yd. BKWFTYP	11.30PM	2.15PM	7.10AM	6.05PM	1.50PM	1107.0		TO-R DOUGLAS E 3.5 W 4.2	210.7	s 3.45PM	s 4.15AM
68 P	11.50PM	2.25	7.30	6.15	2.00	1111.8		ACACIA E 3.9 W 4.0	205.9	3.34	4.04
75 P	12.05AM	2.40	7.45	6.23	2.13	1115.7		LEE 5.4	202.0	3.27	3.58
75 WP	12.30	**3.17**	8.10	6.38	2.28	1121.1		CAZADOR 5.5	196.6	**3.17**	3.49
74 P	12.42	3.30	8.25	6.48	2.38	1126.6		PERILLA 3.6	191.1	3.06	3.39
75 P	12.54	3.46	8.37	6.54	2.44	1130.6		TO BERNARDINO 7.5	187.1	3.01	3.33
75 P	1.09	4.01	8.53	7.03	**2.53**	1137.7		CHIRICAHUA 9.0	180.0	**2.53**	3.25
75 WP	1.29	4.21	9.13	7.15	3.05	1147.1		APACHE 5.9	170.6	2.39	3.14
74 P	1.45	4.33	9.25	7.22	3.12	1152.7		MORA E 5.6 W 5.9	165.0	2.31	3.07
103-No.1 96-No.2 WCP	2.00	4.53	9.50	s 7.30	3.20	1158.7		TO RODEO E 5.6 W 5.3	159.0	s 2.23	3.00
74 P	2.15	5.05	10.05	7.36	3.26	1163.9		APAN E 6.7 W 6.4	153.8	2.13	2.50
44 P	**2.40**	5.25	10.25	7.46	3.36	1170.5		PRATT 5.4	147.2	2.04	**2.40**
54 P	2.55	5.35	10.35	f 7.52	3.42	1175.9		TO ANIMAS E 5.4 W 5.6	141.8	f 1.57	2.34
74 P	3.05	5.45	10.45	7.58	3.48	1181.4		ANTELOPE 6.4	136.3	1.50	2.27
74 P	3.17	5.57	10.57	8.06	3.56	1187.8		PLAYAS 5.7	129.9	1.39	2.17
74 P	3.30	6.10	11.10	8.12	4.02	1193.4		GRADE 4.7	124.3	1.33	2.11
78 P	3.57	6.30	11.30	8.18	4.08	1198.1		VISTA 4.6	119.6	1.27	2.06
74 P	4.10	6.39	11.38	8.24	4.14	1202.9		MINERO 3.5	114.8	1.19	2.00
Yard Limits 75 WFYP	4.25	6.55	11.58AM	f 8.30	4.20	1206.3	A. B. S.	TO HACHITA 6.5	111.4	f 1.13	1.55
74 P	4.45	7.15	12.13PM	8.40	4.30	1212.6		CONTINENTAL 5.3	105.1	1.03	1.44
74 P	4.54	7.24	12.25	8.47	4.37	1218.1		VICTORIO 7.6	99.6	12.56	1.37
71 P	5.06	7.36	**12.47**	8.56	4.46	1225.6		SAVOYA E 5.7 W 5.4	92.1	**12.47**	1.28
36 WP	5.15	7.45	1.05	9.04	4.54	1230.9		HERMANAS E 4.7 W 5.0	86.8	12.38	1.20
74 P	5.23	7.54	1.15	9.10	5.00	1236.0		FORD 6.9	81.7	12.31	1.14
74 P	5.35	8.06	1.30	9.19	5.09	1242.9		MIMBRES 7.4	74.8	12.22	1.06
Yard Limits 83 WCP	5.43	8.23	1.50	s 9.30	f 5.20	1250.3		TO COLUMBUS E 6.6 W 6.5	67.4	s 12.10PM	s 12.55
74 P	5.58	8.38	1.59	9.38	5.28	1256.8		MIRIAM 6.6	60.9	11.57AM	12.43
75 P	6.10	8.50	2.09	9.48	5.38	1263.6		ARENA 5.5	54.1	11.48	12.34
75 P	6.27	9.07	2.17	9.55	5.45	1268.9		ALTAIR 5.6	48.8	11.41	12.27
72 P	6.38	9.18	2.27	10.03	5.53	1274.5		MALPAIS 4.1	43.2	11.33	12.20
75 P	6.46	9.26	2.33	10.08	5.58	1278.5		MONUMENT 7.1	39.2	11.28	12.15
74 WP	6.59	9.40	2.45	10.18	6.08	1285.6		TO MT. RILEY 5.5	32.1	11.19	12.06AM
75 P	7.11	9.50	2.55	10.28	6.18	1291.2		POTRILLO 8.0	26.5	11.12	11.59PM
75 WP	7.23	10.05	3.05	10.38	6.28	1299.0		NORIA 9.7	18.7	11.02	11.50
74 P	7.38	10.22	3.17	10.49	6.39	1308.9		MASTODON 8.4	8.8	10.50	11.40
75 P	7.55AM	10.38PM	3.35PM	11.05PM	6.55PM	1317.7		TO-R ANAPRA	0.0	10.35AM	11.25PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(210.7)		Leave Daily	Leave Daily
	(8.25) 25.03	(8.23) 25.11	(8.25) 25.03	(5.00) 42.14	(5.05) 41.44			Time Over District Average speed per hour		(5.10) 40.78	(4.50) 43.59

Rule S-72. Westward trains are superior to trains of same class in the opposite direction.

Rule 5. Schedule Time and train orders apply as follows:

At Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)
4	Bernardino Chiricahua Hermanas Mt.Riley	Receive or Discharge	El Paso and East.	Douglas and West.
5	Noria Mt. Riley Hermanas Chiricahua Bernardino	Receive or Discharge	Douglas and West.	El Paso and East.

EASTWARD — MESCAL SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 940 Mixed	Distance from San Francisco	Time Table No. 29 November 22, 1942 Tombstone Branch	Distance from Tombstone	THIRD CLASS 941 Mixed
	Leave Tues. Sat.		STATIONS		Arrive Tues. Sat.
Yard Limits 74 KWOYP	1.10PM	1048.5	TO-R FAIRBANK 9.1	9.0	s 2.30PM
12 W	s 1.40PM	1057.5	TOMBSTONE	0.0	2.00PM
	Arrive Tues. Sat.		(9.0)		Leave Tues. Sat.
	(0.30) 18.00		Time Over District Average speed per hour		(0.30) 18.00

Rule 206 (A). Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

EASTWARD — MESCAL SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 942 Mixed	Distance from San Francisco	Time Table No. 29 November 22, 1942 Ft. Huachuca Branch	Distance from Ft. Huachuca	THIRD CLASS 943 Mixed
	Leave Thurs. only		STATIONS		Arrive Thurs. only
Yard Limits 75 YP	1.45PM	1058.8	LEWIS SPRINGS E E 10.0 W 9.8 W E 10.3 W 10.2	13.2	s 3.15PM
25-E 40-W	f 2.10	1068.9	GARDEN CANON E E 3.2 W 3.4 W E 2.9 W 3.0	3.1	f 2.50
35 YB	s 2.25PM	1072.0	TO-R FT. HUACHUCA	0.0	2.40PM
	Arrive Thurs. only		(13.2)		Leave Thurs. only
	(0.40) 19.80		Time Over District Average speed per hour		(0.35) 22.63

Rule 206 (A). Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

If no operator on duty extra trains originating at Ft. Huachuca may leave without obtaining clearance.

EASTWARD — MESCAL SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 29 November 22, 1942 Bisbee-Lowell Cutoff	Distance from Lowell	
			STATIONS		
Bisbee Yard 75W P 54E		1088.3	CORTA E 1.3 W 0.7	2.8	
14 Spur		1089.6	WARREN 1.5	1.5	
P 7 Spur		1091.7	LOWELL	0.0	
			(2.8)		
			Time Over District Average speed per hour		

EASTWARD — MESCAL SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 29 November 22, 1942 Bisbee Branch	Distance from Bisbee	
				STATIONS		
Bisbee Yard 66 WCYP		1085.0		TO BISBEE JUNCTION E 2.4 W 3.2	7.8	
75-W P 54-E		1088.3		CORTA E 2.3 W 1.6	4.6	
BOYP		1089.8		DON LUIS E 0.9 W 1.2	3.1	
22-No. 1 17-No. 2		1090.8	A. B. S.	GALENA E 1.3 W 1.0	2.1	
P 7 Spur		1091.7		LOWELL 1.3	1.2	
16 KP		1092.9		BISBEE	0.0	
				(7.8)		
				Time Over District Average speed per hour		

EASTWARD

DEMING SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS				Distance from San Francisco			Time Table No. 29 November 22, 1942				Distance from El Paso, Oct. St.	FIRST CLASS			
	962	984	960	982	964	980	4	6	44	2									5	43	1	3
	Freight	Freight	Freight	Freight	Freight	Freight	Golden State Limited	Argonaut	Californian	Sunset Limited									Argonaut	Californian	Sunset Limited	Golden State Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWFTYP		5.35PM		8.45AM		12.05AM		5.30PM		6.35AM	1148.3	A. B. S.	TO-R	LORDSBURG E 2.9 W 4.0				148.7		s 1.50PM	s 11.20PM	
107 P		5.45		8.55		12.15		5.37		6.42	1153.0			ULMORIS E 6.2 W 5.8				144.0		1.41	11.07	
64 P		5.55		9.05		12.25		5.43		6.49	1159.0			LISBON 5.5				138.0		1.33	10.59	
67 P		6.15		9.25		12.45		5.50		6.56	1164.4			HAWKINS E 3.1 W 3.4				132.6		1.26	10.52	
103 WP		6.35		9.45		1.05		f 5.56		7.01	1168.0		TO	SEPAR E 6.5 W 6.1				129.0		f 1.22	10.46	
69 P		6.50		10.00		1.19		6.04		7.07	1173.8			LADIM E 5.8 W 6.2				123.2		1.14	10.38	
106 P		7.01		10.10		1.30		6.10		7.13	1179.6			WILNA E 3.8 W 3.4				117.4		1.08	10.31	
69 P		7.08		10.17		1.37		6.14		7.17	1183.5			QUINCY 4.9				113.5		1.04	10.26	
69 P		7.16		10.25		1.45		f 6.20		7.22	1188.5		TO	GAGE E 5.0 W 5.3				108.5		f 12.57	10.20	
96 P		7.24		10.33		1.53		6.25		7.27	1193.2			MONGOLA E 6.3 W 6.1				103.8		12.49	10.14	
68 P		7.35		10.44		2.04		6.32		7.34	1199.6			TUNIS 3.6				97.4		12.42	10.07	
68 P		7.41		10.50		2.11		6.37		7.38	1203.3			PARMA 2.9				93.7		12.37	10.03	
68 P		7.46		10.55		2.17		6.40		7.41	1206.1			CAMP CODY E 1.4 W 2.9				90.9		12.34	10.00	
Yard Limits 229 WCYP		8.10		11.15		2.40		s 6.50		s 7.50	1208.0		TO	DEMING E 4.9 W 3.4				89.0		s 12.31	s 9.57	
68 P		8.23		11.25		2.51		6.56		7.56	1212.5			LUXOR 6.5				84.5		12.21	9.47	
69 P		8.35		11.36		3.03		7.04		8.03	1218.9			CARNE 6.9				78.1		12.13	9.39	
68 P		8.46		11.48AM		3.14		7.11		8.10	1225.7			MYNDUS E 3.5 W 3.8				71.3		12.06	9.31	
103 WP		8.53		**12.02**PM		3.22		7.15		8.14	1229.6			AKELA E 4.8 W 4.5				67.4		**12.02**PM	9.27	
65 P		9.00		12.20		3.32		f 7.21		8.19	1233.9		TO	CAMBRAY 4.4				63.1		f 11.57AM	9.21	
64 P		**9.14**		12.29		3.40		7.26		8.24	1238.4			DONA E 4.3 W 4.6				58.6		11.50	**9.14**	
102 P		9.24		12.39		3.48		7.31		8.29	1243.0			CHAPPEL E 4.7 W 4.5				54.0		11.45	9.09	
77 P		9.31		12.50		3.58		7.36		8.34	1247.4			ADEN 4.0				49.6		11.40	9.04	
69 P		9.38		12.57		4.05		7.40		8.38	1251.3			PRONTO 3.3				45.7		11.35	8.58	
69 P		9.44		1.03		4.11		7.44		8.42	1254.6			KENZIN E 4.6 W 4.9				42.4		11.30	8.53	
103 WOP		9.52		1.11		4.19		f 7.51		8.47	1259.4		TO	AFTON E 5.5 W 5.2				37.6		f 11.24	8.48	
68 P		10.01		1.20		4.28		7.58		8.54	1264.7			RUTTER E 4.4 W 4.7				32.3		11.16	8.40	
104 P		10.09		1.28		4.37		8.04		9.00	1269.5			LANARK E 5.3 W 5.0				27.5		11.10	8.34	
68 P		10.17		1.36		4.46		8.10		9.05	1274.5			VEVAY E 5.3 W 5.4				22.5		11.04	8.28	
79 North 61 South WYP		10.26		1.45		4.59		**8.21**		9.11	1279.7		TO	STRAUSS E 5.2 W 5.4				17.3		10.58	**8.21**	
100 P		10.36		1.55		5.11		8.29		9.19	1285.2			LIZARD E 4.6 W 4.4				11.8		10.49	8.12	
79 P	10.38PM	10.45	3.35PM	2.05	7.55AM	5.24	11.05PM	8.36	6.55PM	9.26	1289.9 1317.7		TO-R	ANAPRA Jct. Hachita Subdivision E 1.6 W 2.1	A. B. S. Track No. 2	TO-R ANAPRA Jct. Hachita Subdivision E 2.8 W 2.0	Track No. 1	7.1	10.35AM	10.41	8.05	11.25PM
33 P											1319.1			BOWEN E 2.0 W 1.6		BRICKLAND 3.6		5.1				
El Paso Yard											1320.9			ICEHOUSE CROSSOVER 2.0								
I	10.53	11.00	3.50	2.20	8.10	5.39	11.17	8.47	7.07	9.37	1322.9			TOWER 6 Jct. T&NO Tracks 1 and 2 0.4		TOWER 6 Jct. T&NO Tracks 1 and 2 0.4		1.5	10.23	10.28	7.53	11.13
BKP							s 11.20PM	s 8.50PM	s 7.10PM	s 9.40AM	1323.3 1295.9		R	EL PASO Union Passenger Depot 1.1		R EL PASO Union Passenger Depot 1.1		1.1	10.20AM	10.25AM	7.50PM	11.10PM
BKW FTYP	11.05PM	11.10PM	4.05PM	2.31PM	8.20AM	5.50AM					1297.0			EL PASO Octavia St. T&NO Yard		EL PASO Octavia Street Pac. Lines		0.0				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(148.3)		(148.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.27) 16.00	(5.35) 26.56	(0.30) 13.40	(5.46) 25.72	(0.25) 16.75	(5.45) 25.79	(0.15) 22.40	(3.20) 44.16	(0.15) 22.40	(3.05) 47.74				Time Over District Average speed per hour		Time Over District Average speed per hour			(0.15) 24.00	(3.25) 43.20	(3.30) 42.17	(0.15) 24.00

Rule S-72. Westward trains are superior to trains of same class in the opposite direction.

Rule 5. Schedule Time and train orders apply as follows:
At Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

Rule 6. Train order office and register station at Cotton Avenue.

Tracks between Anapra and El Paso Tower 47, T&NO Yard will be numbered and unless otherwise authorized will be used as double track:

No. 1 for Westward Trains;
No. 2 for Eastward Trains.

Track between El Paso, Campbell St. Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

Brickland Track 1, Industry Spur.

ALAMOGORDO SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco		Time Table No. 29 November 22, 1942	Distance from Carrizozo	FIRST CLASS	
	994	992	990	4	44					43	3
	Freight	Freight	Freight	Golden State Limited	Californian					Californian	Golden State Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
El Paso Yard BKIP				11.50PM	7.50PM	1295.9	A.B.S.	R EL PASO Union Passenger Depot 1.1	144.0	s 9.55AM	s 10.40PM
BKWFTYP	3.20PM	8.30AM	12.05AM			1297.0	D.T.	EL PASO Octavia St. 0.6	142.9		
IP	3.25	8.35	12.10	11.59PM	7.58	1297.6		EL PASO Tower 47 T. & N. O. Connection	142.3	9.45	10.31
P						1297.0		EL PASO Dallas St. Yard 4.0	142.9		
P						1301.5		FORT BLISS E 0.1 W 1.4	138.4		
103 P	3.55	9.05	12.40	12.14AM	8.12	1302.3		TO PLANEPORT E 6.7 W 6.4	137.6	9.31	10.19
74 P	4.07	9.24	12.52	12.22	8.19	1309.0		PANCHO E 7.6 W 7.6	130.9	9.24	10.09
102 P	4.20	9.36	1.04	12.29	8.26	1316.1		TO NEWMAN E 5.4 W 5.2	123.8	f 9.16	10.00
76 P	4.29	9.45	1.13	12.36	8.32	1321.7		HUECO 4.5	118.2	9.09	9.53
77 P	4.36	9.52	1.20	12.41	8.37	1326.2		ALVARADO E 5.9 W 6.3	113.7	9.04	9.48
103 P	4.45	10.01	1.29	12.47	8.45	1332.1		DESERT E 7.2 W 6.9	107.8	8.58	9.42
75 P	4.56	10.12	1.40	12.54	8.52	1339.2		ELWOOD E 5.5 W 5.9	100.7	8.51	9.34
121 WYP	5.15	10.30	1.57	f 1.02	8.58	1345.0		TO OROGRANDE E 6.6 W 6.2	94.9	f 8.45	9.28
75 P	5.27	10.42	2.09	1.09	9.04	1351.3		TURQUOISE 5.7	88.6	8.34	9.16
75 P	5.37	10.52	2.19	1.15	9.10	1357.0	A. B. S.	PAXTON 5.1	82.9	8.29	9.10
79 P	5.46	11.01	2.27	1.20	9.15	1362.1		ESCONDIDA E 3.8 W 4.0	77.8	8.24	9.04
96 P	5.52	11.07	2.33	1.25	9.19	1366.0		DUNES E 6.3 W 6.2	73.9	8.20	8.58
74 P	6.02	11.17	2.43	1.32	9.26	1372.3		VALMONT E 5.8 W 6.2	67.6	8.13	8.50
110 P	6.14	11.29AM	2.55	1.39	9.33	1378.2		OMLEE E W 4.5 E 5.0 W W 4.0 E 5.1	61.7	8.07	8.43
Yd Lmts 70-W 121-E BK WFP	6.49	12.01PM	3.30	s 1.54	s 9.47	1382.8		TO ALAMOGORDO E W 2.1 E 1.6 W W 1.5 E 0.4	57.1	s 8.01	s 8.37
YP	6.54	12.06	3.35	1.56	9.49	1384.2		ALAMOGORDO JCT. E 4.1 W 4.8	55.7	7.46	8.22
75 P	7.09	12.20	3.49	2.02	9.55	1388.6		KEARNEY 7.2	51.3	7.41	8.17
77 P	7.22	12.30	3.59	s 2.12	10.02	1395.6		TO TULAROSA 7.2	44.3	s 7.31	s 8.10
75 P	7.34	12.41	4.10	2.22	10.10	1403.0		TEMPORAL 4.2	36.9	7.19	7.58
75 P	7.53	12.48	4.17	2.28	10.14	1407.2		SALINAS E 5.8 W 6.0	32.7	7.11	7.53
102 WP	8.10	1.05	4.34	f 2.38	10.20	1412.9		TO THREE RIVERS E 5.5 W 5.2	27.0	f 7.03	7.46
76 P	8.25	1.25	4.50	2.48	10.27	1418.4		NORTH 6.3	21.5	6.56	7.38
76 P	8.45	1.45	5.10	2.59	s 10.38	1424.5		OSCURA 8.2	15.4	6.48	7.30
74 P	9.05	2.05	5.30	3.09	10.54	1432.8		POLLY E 6.7 W 5.9	7.1	6.38	7.19
Yard Limits BKWFYP	9.25PM	2.25PM	5.50AM	s 3.25AM	s 11.10PM	1439.9		TO-R CARRIZOZO	0.0	6.28AM	7.10PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(144.0)		Leave Daily	Leave Daily
	(6.05) 23.67	(5.55) 24.34	(5.45) 25.04	(3.35) 40.19	(3.20) 43.20			Time Over District Average speed per Hour		(3.27) 41.74	(3.30) 41.14

Rule S-72. Westward trains are superior to trains of same class in the opposite direction.

Between main track yard limit board east of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from Cloudcroft Branch may move under authority of block signal indications after receiving authority from train dispatcher to occupy main track.

All trains must move with caution between these points expecting to find main track occupied.

Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

Rule 5, 105. First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections just east and west of station and time table schedules and train orders applicable between first class trains only will apply at these connections.

At Alamogordo: East siding between east switch and west crossover west of depot.
West siding between west switch and west crossover.

Track between El Paso, Campbell St., Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

Rule 6. Train order office and register station at Cotton Avenue.

ALAMOGORDO SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 29 November 22, 1942 Cloudcroft Branch	Distance from Russia	THIRD CLASS
	970					971
	Freight					Freight
	Leave Mon. Wed. Fri.			STATIONS		Arrive Mon. Wed. Fri.
YdLmts 70-W 121-E BKW FP	7.35AM	1382.8	A. B. S.	TO-R ALAMOGORDO 0.4	32.3	3.00PM
YP	7.40	1384.2		ALAMOGORDO JUNCTION E 4.6 W 4.8	30.9	2.50
14 P	8.00	1388.8		LA LUZ 6.5	26.3	2.35
13 P	8.35	1395.4		PINTO 3.3	19.7	1.55
12 P	8.55	1398.6		HIGH ROLLS E 0.8 W 0.7	16.5	1.35
9 P	9.00	1399.3		MOUNTAIN PARK 1.5	15.8	1.25
6 WP	9.10	1400.9		WOOTEN 2.6	14.2	1.15
8 YP	9.30	1403.9 1403.5		TOBOGGAN 0.1	11.6	1.00
		1403.7		SWITCHBACK (West End) 0.6	11.4	
		1404.3 1403.9		SWITCHBACK (East End) E 4.6 W 4.7	10.8	
Yard Limits 7 WPY	10.15	1408.7	TO	CLOUDCROFT E 0.7 W 0.6	6.4	12.20
8 Spur	10.20	1409.4		HOTEL 1.2	5.7	12.05PM
10 Spur	10.30	1410.6		COX CANON 4.4	4.5	11.55AM
Yard Limits 19 YP	10.55AM	1415.1		RUSSIA	0.0	11.30AM
	Arrive Mon. Wed. Fri.			(32.3)		Leave Mon. Wed. Fri.
	(3.20) 9.69			Time Over District Average speed per hour		(3.30) 9.23

Rule 206 (A). Schedule of No. 971 may be assumed by crew arriving Russia on No. 970 without clearance.

SANTA ROSA SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 29 November 22, 1942 Capitan Branch	Distance from Capitan	THIRD CLASS
	972					973
	Freight					Freight
	Leave Tue. Fri.			STATIONS		Arrive Tue. Fri.
YdLmts BKWF YP	6.00AM	1439.9	A. B. S.	TO-R CARRIZOZO 0.1	21.3	11.20AM
	6.02	1440.3		CARRIZOZO JUNCTION 8.7	20.9	11.15
4 Spur	6.50	1449.0		WALNUT 4.3	12.2	10.40
		1453.4 1453.1		SWITCHBACK (West End) 0.3	7.8	
		1453.7 1453.4		SWITCHBACK (East End) 0.9	7.4	
4 Spur	7.35	1454.5		INDIAN DIVIDE 4.2	6.7	9.55
21 Spur Y	8.00	1458.7		COALORA 2.3	2.5	9.25
Yard Limits 29 Spur P	8.25AM	1461.2		CAPITAN	0.0	9.00AM
	Arrive Tue. Fri.			(21.3)		Leave Tue. Fri.
	(2.25) 8.81			Time Over District Average speed per hour		(2.20) 9.13

See page 6 for additional schedules between Carrizozo and Carrizozo Jct. on Santa Rosa Subdivision.

Rule 206 (A). Schedule of No. 973 may be assumed by crew arriving Capitan on No. 972 without clearance.

Between yard limit board east of Carrizozo Junction and east switch Carrizozo, trains to and from Capitan Branch may move under authority of block signals only, but must avoid delaying main line trains. All trains must move with caution between these points expecting to find main track occupied.

EASTWARD SANTA ROSA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS			FIRST CLASS		Distance from San Francisco		Time Table No. 29 November 22, 1942	Distance from Tucumcari	FIRST CLASS	
		994 Freight	992 Freight	990 Freight	44 Californian	4 Golden State Limited					43 Californian	3 Golden State Limited
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
Yd Lmts	BKWFYP	10.35PM	3.25PM	7.00AM	11.20PM	3.35AM	1439.9	A. B. S.	TO-R CARRIZOZO 0.1	187.5	s 6.13AM	s 7.00PM
							1440.3		CARRIZOZO JUNCTION E 6.2 W 7.0	187.1		
75	P	10.55	3.45	7.20	11.35	3.45	1446.9		ROBSART 5.3	180.5	6.02	6.50
75	WP	11.10	4.00	7.35	11.45	3.55	1452.2		COYOTE 6.9	175.2	5.55	6.44
75	P	11.30PM	4.20	7.55	11.55PM	4.05	1459.2		LARGO E 4.1 W 4.2	168.2	5.45	6.35
83	WP	**12.03AM**	4.45	8.20	**12.03AM**	f 4.15	1463.5		TO ANCHO E 3.7 W 3.9	163.9	f 5.38	6.29
102	P	12.17	5.00	8.35	12.10	4.22	1467.0		LUNA E 6.2 W 5.9	160.4	5.31	6.24
74	P	12.39	5.20	9.00	12.20	4.32	1473.0		TECOLOTE 4.7	154.4	5.22	6.16
74	P	12.52	5.28	9.10	12.26	4.38	1477.8		ELDA E 4.3 W 4.8	149.6	5.15	6.10
126	WP	1.02	5.36	9.18	12.32	4.45	1482.5		GALLINAS E 8.4 W 8.1	144.9	5.09	6.05
103	YP	1.16	**5.55**	9.32	12.44	s **4.58**	1490.9		TO CORONA E 4.8 W 4.5	136.5	s **4.58**	**5.55**
72	P	1.24	6.03	9.40	12.51	5.05	1495.2		VARNEY 3.8	132.2	4.45	5.47
71	WP	1.31	6.10	9.47	12.56	5.12	1499.0		TORRANCE 5.5	128.4	4.39	5.42
74	P	1.40	6.19	9.56	1.03	5.20	1504.4		HELENA E 6.4 W 6.5	123.0	4.31	5.33
87 No 1. 61 Stk	P	1.52	6.30	10.07	1.10	f 5.30	1510.6		TO DURAN E 5.9 W 5.8	116.8	f 4.23	5.24
82	P	2.02	6.40	10.18	1.17	5.38	1516.6		INDIOLE 4.7	110.8	4.14	5.14
82	P	2.11	6.49	10.27	1.23	5.45	1521.5		EPRIS E 4.0 W 4.1	105.9	4.07	5.08
101 No. 1 Yd. Lmts. 116 No. 2	KCWP	2.50	7.30	11.15	s 1.38	s 6.00	1525.4		TO VAUGHN E 2.9 W 2.7	102.0	s 4.00	s 5.03
78	P	2.55	7.35	11.20	1.42	6.04	1528.1		TONY E 5.2 W 5.1	99.3	3.43	4.48
75	P	3.03	7.43	11.28	1.49	6.11	1533.3		LEONCITO 6.7	94.1	3.35	4.40
76	P	**3.22**	7.55	11.40	1.58	6.21	1540.0		WINKLE E 6.9 W 7.1	87.4	**3.22**	4.30
105	WP	3.35	8.07	11.53AM	2.07	f 6.30	1547.2		TO PASTURA E 5.6 W 5.3	80.2	f 3.12	4.20
75	P	3.44	8.17	12.02PM	2.15	6.39	1552.4		GUADALUPE E 5.8 W 6.1	75.0	2.57	4.12
106	P	3.54	8.27	12.13	2.25	6.49	1558.5		ARABELLA E 5.4 W 5.2	68.9	2.47	4.02
75	CP	4.05	8.38	12.22	**2.35**	6.59	1563.7		PINTADO E 4.9 W 5.3	63.7	**2.35**	3.53
113-No.1 Yd. Lmts. 107-No.2	WYP	4.15	8.48	12.32	s 2.45	s 7.13	1568.3		TO SANTA ROSA E 5.2 W 5.1	59.1	s 2.27	s 3.45
95	P	4.30	9.03	12.47	2.57	7.25	1574.0		HAWKS E 3.5 W 3.3	53.4	2.11	3.30
74	P	4.40	9.13	12.57	3.05	7.33	1577.4		LOS TANOS E 2.9 W 3.1	50.0	2.06	3.25
98	P	4.48	9.21	1.05	3.12	7.40	1580.3		ALCOR E 5.6 W 5.7	47.1	2.01	3.20
103	WP	4.58	9.31	1.15	3.21	s 7.51	1585.8		TO CUERVO 9.1	41.6	f 1.52	3.12
102	P	5.13	9.46	1.30	3.33	s 8.05	1594.7		TO NEWKIRK E 5.4 W 5.2	32.7	f 1.34	2.58
73	P	5.23	9.56	1.40	3.42	8.14	1600.4		SIMMONS E 6.3 W 6.6	27.0	1.19	2.49
102	P	5.34	10.06	1.51	3.53	f 8.26	1606.7		TO MONTOYA E 8.5 W 8.6	20.7	f 1.10	2.40
112	P	5.49	10.21	2.06	4.05	8.40	1615.5		PALOMAS E 6.3 W 6.4	11.9	12.55	2.29
103	P	6.00	10.32	**2.22**	4.15	8.49	1621.9		HARGIS E 5.1 W 4.0	5.5	12.45	**2.22**
Tucumcari Yd.	BKWFTYP	6.15AM	10.45PM	2.40PM	s 4.30AM	s 9.00AM	1627.4		TO-R TUCUMCARI	0.0	12.35AM	2.15PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(187.5)		Leave Daily	Leave Daily
		(7.40) 24.46	(7.20) 25.57	(7.40) 24.46	(5.10) 36.29	(5.25) 34.62			Time Over District Average speed per hour		(5.38) 33.28	(4.45) 39.47

Rule S-72. Westward trains are superior to trains of same class in the opposite direction.

Rule 5. At Tucumcari—Schedule time and train orders, first class trains apply at passenger station.

See page 5 for additional schedules between Carrizozo and Carrizozo Jct. on Santa Rosa Subdivision.

EASTWARD SANTA ROSA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS 974 Mixed	Distance from San Francisco		Time Table No. 29 November 22, 1942 Dawson Branch	Distance from Dawson	SECOND CLASS 975 Mixed
		Leave Mon. Wed. Fri.			STATIONS		Arrive Tues. Thurs. Sat.
Tucumcari Yd.	BKWFTYP	6.10AM	1627.4	TO-R	TUCUMCARI E 6.2 W 6.7	132.0	s 5.00PM
44	P	f 6.27	1634.9		BASCOM E 5.6 W 5.5	124.5	f 4.35
34	P	f 6.41	1640.4		CANADIAN E 9.7 W 9.8	119.0	f 4.10
45	P	f 7.03	1650.1		ATARQUE E 5.7 W 5.2	109.3	f 3.40
3	Spur	f	1655.6		TRIGG RANCH E 5.8 W 6.2	103.8	f
34	WYP	s 7.40	1661.7		CAMPANA 5.9	97.7	s 3.05
34	P	f 8.05	1667.6		MEDIO 5.5	91.8	f 2.35
63	CYP	f 8.30	1673.0		CABEZA E 4.8 W 4.9	86.4	f 2.05
36	P	s 8.45	1677.9	TO	MOSQUERO 8.6	81.5	s 1.45
31	P	f 9.05	1686.3		SOLANA 9.7	73.1	f 1.23
Yard Limits 34	P	s 9.30 ¶ 10.05	1696.1	TO	ROY 10.2	63.3	¶ 1.00 s 12.25
29	YP	f 10.30	1706.4		MILLS E 9.2 W 9.4	53.0	f 12.01PM
37	WP	f 11.05	1715.6		ABBOTT E 6.4 W 6.1	43.8	f 11.10AM
30	P	f 11.20	1721.8		VERNON E 7.9 W 8.0	37.6	f 10.55
	CYP	f 11.40AM	1729.8		TAYLOR 11.6	29.6	f 10.25
Yard Limits 33	P	s 12.10PM 12.30	1741.3		FRENCH E 13.6 W 13.5	18.1	9.40 s 9.20
38	P	f 1.10	1754.3		COLFAX A. T. & S. F. Ry. Crossing E 4.8 W 4.4	5.1	f 8.50
Dawson Yard	BKWTCYP	s 1.30PM	1759.4	TO-R	DAWSON	0.0	8.30AM
		Arrive Mon. Wed. Fri.			(132.0)		Leave Tues. Thurs. Sat.
		(7.20) 18.00			Time Over District Average speed per hour		(8.30) 15.53

French—Time shown at French applies at A. T. & S. F. station.
Additional Station: Dioxice, M. P. 1684.7, Spur, capacity 9 cars.
Trains Nos. 974 and 975 stop on signal at Dioxice.

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS 944 Mixed	Distance from San Francisco			Time Table No. 29 November 22 ,1942 Patagonia Branch	Distance from Patagonia	THIRD CLASS 945 Mixed
		Leave Mon. Wed. Fri.				STATIONS		Arrive Mon. Wed. Fri.
YdLmts 74	KWOYP	10.00AM	1048.2	A. B. S.	TO-R	FAIRBANK 0.1	43.8	s 3.30PM
	P		1047.8 1051.7			JUNCTION E 10.7 W 11.1	43.4	
36		f 10.40	1062.5			CAMPSTONE 11.7	32.6	f 2.50
32	P	f 11.15	1073.8			ELGIN E 2.3 W 2.0	21.3	f 2.16
5	Spur		1076.0			CANELO E 5.8 W 6.2	19.1	
Yard Limits 35	P	s 11.35AM	1082.1			SONOITA E 6.5 W 6.1	13.0	s 1.46
		f	1088.4			ASHBURN 6.5	6.7	f
Yard Limits 34	WT	s 12.30PM	1095.1			PATAGONIA	0.0	1.01PM
		Arrive Mon. Wed. Fri.				(43.8)		Leave Mon. Wed. Fri.
		(2.30) 17.52				Time Over District Average speed per hour		(2.29) 17.64

Trains 944 and 945 stop on signal at Perrin Trust Ranch House 2.8 miles east of Canelo. Rule 206 (A). Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS AND EXPRESS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)
3	Corona	Receive or Discharge	El Paso and West	East of Tucumcari

MESCAL SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 944 Mixed Leave Mon. Wed. Fri.	942 Mixed Leave Thur. only	940 Mixed Leave Tues. Sat.	Distance from San Francisco		Time Table No. 29 November 22, 1942 Benson-Fairbank Branch STATIONS	Distance from Fairbank	WESTWARD THIRD CLASS 941 Mixed Arrive Tues. Sat.	943 Mixed Arrive Thurs. only	945 Mixed Arrive Mon. Wed. Fri.
Yard Limits BKWOYP	8.00AM	11.00AM	11.00AM	1032.6	TO-R	BENSON 4.8	19.8	s 4.05PM	s 5.55PM	s 5.25PM
17 Spur	8.18	11.18	11.18	1038.1		ST. DAVID E 1.5 W 1.8	14.3	3.45	5.40	5.05
Yard Limits 18 P	s 8.45	s 11.45	s 11.45	1039.8	TO	CURTISS E 2.6 W 2.5	12.6	s 3.35	s 5.25	s 4.55
10	8.53	11.55AM	11.55AM	1042.4		LAND E 8.3 W 8.2	10.0	3.15	5.00	4.35
P	s 9.20	s 12.20PM	s 12.20PM	1050.6 1046.4	A. B. S.	BENSON JCT. 1.4	1.8	s 2.50	s 4.40	s 4.10
P				1047.8	A. B. S.	JUNCTION 0.1	0.4			
Yard Limits 74 KWOYP	s 9.30AM	s 12.30PM	s 12.30PM	1048.2	A. B. S. TO-R	FAIRBANK (19.8)	0.0	2.40PM	4.30PM	4.00PM
	Arrive Mon. Wed. Fri.	Arrive Thurs. only	Arrive Tues. Sat.					Leave Tues. Sat.	Leave Thurs. only	Leave Mon. Wed. Fri.
	(1.30)	(1.30)	(1.30)			Time Over District		(1.25)	(1.25)	(1.25)
	13.20	13.20	13.20			Average speed per hour		13.98	13.98	13.98

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul main track until authorized by train dispatcher.
Apache Powder Co. Spur M. P. 1039.6 Nos. 940, 942, 944, 941, 943 and 945, stop on signal.
Additional Stations: Contention Quarry, mile post 1049.45.
See page 2 for additional schedules between Benson Jct. and Fairbank.

DEMING SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD			Distance from San Francisco		Time Table No. 29 November 22, 1942 Lawrence Branch STATIONS	Distance from Lawrence	WESTWARD		
Yd Lmts BKW FTYP				1148.3 1146.9	TO-R	LORDSBURG 0.9	5.2			
Yd Lmts				1148.3 1146.9		OIL SIDING 3.2	3.8			
8 Spur				1150.1		SHAKESPEARE 0.6	0.6			
6 Spur				1150.7		LAWRENCE (5.2)	0.0			
						Time Over District				
						Average speed per hour				

DEMING SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS		952 Mixed Leave Daily Except Sun.	Distance from San Francisco		Time Table No. 29 November 22, 1942 Clifton Branch STATIONS	Distance from Clifton	WESTWARD THIRD CLASS 953 Mixed Arrive Daily Except Sun.		
Yard Limits BKWFTYP			12.40PM	1148.3 1146.4	TO-R	LORDSBURG E 8.8 W 9.4	69.9	s 8.35PM		
39 Spur			f 1.05	1156.2		VEITCH E 9.1 W 9.0	60.1	f 8.13		
44 P			f 1.27	1165.3		SUMMIT 11.0	51.0	f 7.51		
40			f 1.52	1176.2		THOMSON E 4.8 W 4.6	40.1	f 7.24		
9			s 2.03	1180.9		FRANKLIN E 3.0 W 3.3	35.4	s 7.13		
Yard Limits 50 WP			s 2.16	1184.3	TO	DUNCAN E 3.0 W 2.7	32.0	s 7.04		
17			f 2.24	1186.9		FOX E 5.7 W 5.9	29.4	f 6.52		
35			f 2.42	1192.6		SHELDON E 6.5 W 6.6	23.7	f 6.33		
43			f 3.02	1199.1		YORK E 6.1 W 6.0	17.2	f 6.09		
25 WP			f 3.22	1205.2		GUTHRIE 4.6	11.1	f 5.47		
25 P			f 3.38	1209.8		SOUTH SIDING E 4.5 W 4.2	6.5	f 5.31		
			f 3.54	1214.2		SMELTER 1.9	2.1	f 5.15		
Yard Limits TP			s 4.15PM	1216.3	A.B.S. TO-R	CLIFTON (69.9)	0.0	5.05PM		
			Arrive Daily Except Sun.					Leave Daily Except Sun.		
			(3.35)			Time Over District		(3.30)		
			19.51			Average speed per hour		19.97		

SPECIAL INSTRUCTIONS

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED All-Steel	NOT AIR-CONDITIONED Steel Underframe	AIR-CONDITIONED All-Steel Cooling Season	AIR-CONDITIONED All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (with Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
" " —A. R. E. No. 40-154		78,000		
" " — " " 155-224		89,000		
" " — " " 500-506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (A C I)	146,210	122,300	172,200	164,700
Official (N A C)	170,700	155,370		
" (ACW) Cars 107-128			182,800	182,800
" (ACW) " 140-141			195,040	195,040
Chair—60 ft. (A C I)	100,620		138,000	132,000
" —72 ft. (A C I)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (A C S)			120,900	104,500
" — " —Art. (A C S)			205,400	172,600
" —74 ft. (A C I)			180,915	173,125
" —74 ft. (A C S)			197,944	181,600
Coaches—60 ft. (A C I)	98,130		136,100	130,100
" —70 ft. (A C I)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (A C I)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73'6" (ACW)			163,000	163,000
" —73'6" (A C I)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (A C I)		138,600	155,700	149,000*
Cafe-Lounge (A C I)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (A C I)	156,000		170,100	162,700
" —77 ft. (" ") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
" —77 ft. (" " ") (ACM)			189,581	173,836
" —79 ft. (N A C)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (" " ") (A C I)			189,800	181,630
" (Arch Roof) (A C I)			167,500	160,300
" (" ") (ACW)			164,980	157,780
Observation—75 ft. (A C I)	154,400		169,185	161,900
" —77 ft. (A C I)			194,543	186,166
"		141,870		
Pullman-Obs. (A C I)	160,800	153,000	177,314	169,200
Pullman-Obs. (ACM)	160,800	153,000	192,300	176,300
" " Lounge (ACM)	171,200		194,900	178,900
" " " (A C I)	171,200		187,682	179,600
" -Bedroom (A C I)	167,600		183,920	176,000
" - " (ACM)	167,600		195,800	179,800
" -Sleeper (ACM)	163,100		191,100	175,100
" - " (A C I)	163,100		180,075	171,500
" -Tourist (ACM)	153,000		185,200	169,200
" - " (A C I)	153,000		168,663	161,400
Rail, Gas-Electric, 400 H. P.	158,400			
" " 600 H. P.	167,200			
Arizona Limited (7 car train)			1,020,800	980,800

*Steel underframe.

NAC—Non-Air Conditioned.
A C I—Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Waukesha System.
ACS—Air-Conditioned—Steam Ejector System.

SPEED TABLE

Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

El Paso	C. E. Ross	Bisbee	L. L. Gilman
El Paso	Art Kassel	Lordsburg	H. H. Conder
Tucson	Greenwald & Adams	Alamogordo	A. Sorenson & Son
Tucson	H. L. Tucker	Tucumcari	Wm. D. Coon
Douglas	Hoyal Jewelers		

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, last Thursday in November.
Christmas Day, December 25th.

RULE 14. The steam whistle shall be used on all steam engines when sounding warnings and transmitting signals in the State of Arizona.

In the States of Texas and New Mexico when engine is equipped with both air and steam whistles, air whistle shall be used in complying with Rules 14 (l) and 14 (p), and steam whistle shall be used for all other whistle signals.

RULE 14 (d). As specified below, ——— ——— ——— ——— o sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Mescal, Trains on Mescal Subdivision.
Anapra, Trains on Hachita Subdivision.

RULE 14 (e). As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from East as prescribed by Rule 99:

Mescal, Trains on Mescal Subdivision.
Anapra, Trains on Hachita Subdivision.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULE 14 (l). Whistle Signal 14 (l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy and stormy weather. It must be dimmed or extinguished approaching passenger stations and at other points as prescribed by rules.

RULE 17 (C). For identification purposes, head light may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 21 (c). Engines of trains may display indicators from El Paso Union Passenger Depot and Tower 6:

Westward to Anapra.
Eastward to Cotton Avenue.

At Douglas, El Paso, Carrizozo, Tucumcari, and Dawson incoming engines (except engines El Paso Union Passenger Depot) may display indicators until arrival on enginehouse tracks.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE D 71. Trains may move between Anapra and El Paso (Cotton Avenue) with the current of traffic irrespective of time table superiority but must avoid delaying passenger trains.

Search light signal No. 13208, located on track No. 2 just west of icehouse crossover, El Paso, will display a yellow or caution indication whenever switch to icehouse crossover on track No. 2 is lined for movement to T&NO tracks via the crossover and the home blade of T&NO double arm signal 8314, located at east end of the crossover, is displaying "Stop" indication.

Trains or engines moving via icehouse crossover to Tower 6, will run with caution, expecting to find track occupied.

Eastward and Westward main tracks between Tower 47 and Tower 6, El Paso, will be used jointly by Deming and Alamogordo Subdivision trains and T&NO San Antonio Division trains, and trains must move with caution between these points, expecting to find main track occupied.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Identification may be made by eastward trains between El Paso Union Passenger Depot and El Paso, Tower 47, to be applied at end of double track.

RULE 83 (A). At the following stations only the trains indicated will register:

Fairbank—Trains originating and terminating.
Bisbee Jct.—All trains.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Mescal, All trains.
Bisbee Jct.
Anapra, All trains.

El Paso, Cotton Ave., Trains originating or terminating at El Paso Union Passenger Depot.

Trains leaving El Paso Union Passenger Depot show time of departure on ticket left at Anapra or El Paso, Cotton Ave.

Trains arriving Dawson register by ticket and deliver with waybills to engine foremen, when on duty, for delivery to operator.

RULE 83 (D). Eastward trains of the Hachita subdivision may leave Anapra without a clearance provided train is properly cleared by train-order signal.

Trains originating at El Paso Union Passenger Depot will proceed to Anapra or to El Paso, Cotton Ave., where they will obtain a clearance and, when necessary, check of trains. Sections of westward schedules and westward extra trains originating at El Paso Union Passenger Depot must obtain train orders at Anapra, and sections of eastward schedules and eastward extra trains must obtain train orders at El Paso, Cotton Ave., for movement beyond those points.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "______may check register at______against Extra______on order No. ______." A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra______register at______on order No.______" will register, and place this order number and date in column captioned "Signals."

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91, Rules and Regulations of the Transportation Department.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West		East
	Tucson, Track 1	MP 988.09
MP 1046.32	Fairbank	MP 1049.36
	Tombstone Br.	MP 1049.42
MP 1050.33	Benson-Fairbank Br.	
	Patagonia Br.	MP 1052.32
MP 1039.29	Curtiss	MP 1040.28
	Benson	MP 1034.00
MP 1081.48	Sonoita	MP 1082.63
MP 1094.49	Patagonia	
MP 1058.30	Lewis Springs	MP 1059.46
MP 1068.00	Garden Canon	MP 1071.55
MP 1071.55	Ft. Huachuca	
MP 1084.27	Bisbee Jct.	MP 1085.78
	(Inc. all Bisbee Br. and Bisbee-Lowell Cutoff)	
MP 1106.02	Douglas	MP 1109.06
MP 1204.46	Hachita	MP 1208.67
MP 1249.21	Columbus	MP 1251.27
MP 1319.87 SL	El Paso	MP 1300.54 EL
MP 1291.54 NL		
MP 1147.19	Lordsburg	MP 1151.38
	Lawrence Br.	MP 1148.38
	Clifton Br.	MP 1148.52
MP 1183.67	Duncan	MP 1184.81
MP 1215.32	Clifton	
MP 1205.41	Deming	MP 1209.71
MP 1381.47	Alamogordo	MP 1385.06
	(Inc. wye on Cloudcroft Br.)	
MP 1408.13	Cloudcroft	MP 1409.30
MP 1414.47	Russia	
MP 1438.22	Carrizozo	MP 1441.90
	Capitan Br.	MP 1441.00
MP 1459.99	Capitan	
MP 1523.65	Vaughn	MP 1526.55
MP 1567.60	Santa Rosa	MP 1569.50
MP 1624.95	Tucumcari	MP 1629.19
	Dawson Br.	MP 1629.29
MP 1695.08	Roy	MP 1696.86
MP 1740.34	French	MP 1742.37
MP 1757.15	Dawson	

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

RULE 95. Sections of schedules may be arranged from El Paso Union Passenger Depot or tower 6 by telegram from chief train dispatcher to Anapra, or to El Paso, Cotton Ave., where train-order authority will be placed.

Form F train orders reading to Anapra from Hachita Subdivision will apply to El Paso Union Passenger Depot, or El Paso, Cotton Ave., on Deming Subdivision.

RULE D 97 (A). Applies between Anapra and El Paso, Tower 47.

RULE 98. Railroad crossings at grade not interlocked:

Phelps Dodge Mining Co. narrow gauge track at Lowell from Junction Shaft to Campbell Shaft crossings at following locations:

Fixed crossing on loading tracks 1 and 2 at tipple, Junction Shaft.

Movable crossing on track leading to Denn Mine 20 feet west of Naco Highway crossing.

Movable crossing on Campbell Shaft loading track 240 feet west of Naco Highway crossing.

Movable crossing on Campbell Shaft lumber spur 190 feet west of No. 1 loading track switch.

The movable type crossings are narrow gauge turn-back rails, normal position locked and clear of Southern Pacific tracks when not in use. See that turn-back rails are in normal position clear of S. P. tracks and crossing clear of obstructions before operating over crossing location. "STOP" signs are installed on each side of locations designated.

AT&SF Ry. crossing at Colfax is protected by gate, normal position is across AT&SF Ry. track. Approach with caution.

RULE 99. Trains from Patagonia Branch must not occupy main track between junction and station building at Fairbank, except under flag protection.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Movements must be preceded by flagman over crossings at:

Curtiss: Apache Powder Co. plant.

Bisbee: In vicinity of switchback near Phelps Dodge machine shop.

Calumet: Phelps Dodge Smelter. Nos. 1 and 2 tracks—No. 5 near office—Lead to acid loading plant—Lead to Calcine track.

Douglas: Queen Track—All crossings—Nacozari Lead—Park crossing, 14th Street—16th Street (when crossing bell is inoperative.)

El Paso: River Track: Dallas Street—Magoffin Avenue—Texas Street—East San Antonio Street—Myrtle Avenue—Bassett Avenue—T&P crossing near Foundry.

EP&NE Lead, East Yard: Any movement westward.

Movements to and from T&P via wye connection at Cotton Avenue.

Dallas Street via Tower 47.

All crossings North Campbell Street to West Main Street, inclusive, in case traffic light signals fail.

If trains or engines are stopped and block street crossings, promptly communicate with Yardmaster.

Flashing light type crossing warning signals, operated by trains on main track No. 2, installed at Globe Mills crossing, El Paso, MP 1322.25. These signals not connected to Globe Mills tracks, and when using these two tracks, flagman must protect crossing.

RULE 104. The normal position of switches at the end of double track, junctions, and certain other locations, will be as follows:

Tombstone: Switch on stem of wye leading to Bunker Hill Mining Co., lined to east leg of wye.

Bisbee Jct.: East leg of wye is main track of Bisbee Branch. Junction switch lined for Douglas line.

Corta: Junction switch for Bisbee-Lowell cut-off.

Lowell: For Don Luis Line.

Don Luis: East and west wye switches for Don Luis yard.

Anapra: East end of west crossover and west end of east crossover, for main track Deming subdivision. These are hand-throw switches and will be handled by operator.

West end west crossover, for Track 2. This is spring switch.

East end east crossover, for Track 2. This is spring switch.

Alamagordo Jct.: Cloudcroft Branch, for east leg of wye.

Toboggan: When cars are left on either end of switchback, lined and locked at east and west ends of switchback for westward trains.

Carrizozo Jct: Capitan Branch for west leg of wye.

Capitan Branch: When cars are left on either end of Switchback, MP 1453.4 or MP 1453.7, switches of either Switchback must be lined and locked for movement towards Capitan.

Tucumcari: Dawson Branch, for stock track.

DERAILS IN MAIN TRACK

Benson-Fairbank Branch: Benson Jct.—284 ft. west of Junction switch.

Patagonia Branch: Fairbank—260 ft. east of Junction.

Tombstone Branch: Fairbank—300 ft. east of junction switch.

Ft. Huachuca Branch: Lewis Springs—237 ft. east of junction switch.

Bisbee Branch: Bisbee—225 ft. west of station building.

Lawrence Branch: Lordsburg—295 ft. east of junction switch.

Cloudcroft Branch: Alamogordo—East leg of wye, 427 ft. east of main track switch. West leg of wye, 192 ft. east of main track switch. Cloudcroft—150 ft. west of west wye switch. Russia —837 ft. west of west switch.

Capitan Branch: Carrizozo Jct.—West leg of wye, 283 ft. east of main track switch. East leg of wye, 160 ft. east of main track switch.

Dawson Branch: Dawson Yard—550 ft. west of west switch.

RULE 105. Following tracks are designated for use as sidings.

Lewis Springs: Siding located east of station building on north side of main track.

Hereford: Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco: Siding located east of station building on north side of main track.

Hachita: Siding is on south side of main track. East switch located 200 feet east of coal chute, west switch 200 feet west of wye switch.

Santa Rosa: First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains.

RULE 204. Trains of Deming and Hachita Subdivisions, with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 206 (A). Regular trains will not be required to obtain clearance at El Paso Union Passenger Depot.

Eastward trains of the Hachita subdivision may move Anapra to El Paso or El Paso, Cotton Ave., with current of traffic as authorized into Anapra.

RULE 221. Trains must obtain clearance before leaving Deming.

No. 975 must obtain clearance before leaving French.

The light will not be displayed in train order signals at following stations except when train orders are to be delivered:

Curtiss Duncan Mosquero Roy

RULE 824. Instructions for setting hand brakes at:

El Paso, Octavia St., T&NO freight yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St. Hand brakes on freight trains must be set with brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

On Cloudcroft Branch and Capitan Branch, cars must not be cut off while in motion or before hand brakes have been set with brake club.

RULE 825. Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

RULE 831. The term "wooden frame outfit cars" includes wooden superstructure outfit cars with steel underframe.

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of cab-in-front type AC class engines.

RULE 836. If it can be avoided engines must not push trains between Bisbee Junction and Don Luis.

RULE 837. When cars are moved, or in switching, the move must be protected; cars must be coupled together and secured, and in placing cars on track it must be known that there is sufficient room to accommodate the cars on section of track to be used, and cars must not be left to foul other tracks.

RULE 873. Boiler blow-off cocks on engines must not be opened while passing over steel or wooden structures.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

METHOD OF TRAIN DISPATCHING BETWEEN TUCSON AND MESCAL

Dispatching on Mescal subdivision in its entirety will be handled by Rio Grande Division.

Track No. 1 Mescal subdivision and Track No. 2 Bowie subdivision will be operated under double track rules, track No. 1 westward track and track No. 2 eastward track.

Limits of double track operation between Tucson and Mescal will be as follows:

Eastward—via track No. 2 to switch of west end crossover between Tracks No. 2 and No. 1 at Mescal.

Westward—via west end crossover between tracks No. 2 and No. 1 at Mescal and Track No. 1 from west switch of crossover to Tucson.

RULE D-97 (A) will apply on Tracks No. 1 and No. 2 between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

Trains from Bowie Subdivision moving to Mescal Subdivision, and trains on Mescal Subdivision moving through Mescal, with the same conductor and engineer operating through Mescal, may be issued train orders on one subdivision that affect their movements on either, or both subdivisions. Any such train orders issued by one division to a train on the other division must be transmitted to the other division addressed to Dispatcher before complete is given to the order addressed to the train; and such orders must be shown on clearance issued by the division on which train originates.

RULE 83 (B). When a regular train is checked on Bowie or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 83 (D). Westward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

RULE 206 (A). Regular trains and sections of schedules authorized on Bowie or Mescal Subdivisions are authorized to assume corresponding schedules or sections of schedules on Bowie or Mescal Subdivisions at Mescal without clearance.

AUTOMATIC BLOCK SYSTEM

Signals displaying indication in both upper and lower quadrants are in service:

Upper Quadrant: Signal arm extended upward parallel to signal mast indicates "proceed."

Tracks not protected by automatic block signals are as follows:

El Paso: T&NO tracks Nos. 1 and 2 between Tower 6 and Tower 47.

Pacific Lines main track No. 3 between Tower 6 and Campbell St.

Tracks within the limits of El Paso Union Passenger Depot Company's yard.

RULE 509. When making a reverse movement on main track after moving out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Mescal to Tucson: Track No. 1, westward trains will be governed by Rule 509 applicable to double track. Eastward trains Tucson to Signal 10078, will have no block signal protection. From Signal 10078 to Mescal will be governed by Rule 509 applicable to single track.

Tower 6 to Anapra: Track No. 1, westward trains will be governed by Rule 509 applicable to double track. Eastward trains will be governed by Rule 509 applicable to single track.

Anapra to Tower 6: Track No. 2, eastward trains will be governed by Rule 509 applicable to double track. Westward trains will be governed by Rule 509 applicable to single track.

Caution arm in service on interlocking signal located on track known as Track No. 3 east of Interlocking Tower 6. This caution arm indicates position of top arm of Signal 8299, located just west of Interlocking Tower 6, Track No. 1.

The following block signals, equipped with triangular number plate displaying the letter "P," have included in their control limits some special protective device. When these signals indicate "stop," in addition to complying with Rule 509, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of train before proceeding:

No.	Protection Afforded:
	Hachita Subdivision
P-13174	Spring switch, Anapra.
P-14786 P-14805	Flood Detector, Arch 1479.90.
P-15836 P-15843	Flood Detector, Cuervo Bridge 1584.00 and approaches.

SPRING SWITCHES

Spring switches are identified by target on switch stand bearing letters "SS."

When a block signal in advance of a facing point oil buffer spring switch indicates "stop," careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

	MPH
Anapra: East switch of east crossover:	
Trailing eastward	25
Facing westward	25
West switch of west crossover:	
Facing eastward	25
Trailing westward	25
El Paso: East end of ice house track, (Globe Mills):	
Trailing eastward	15
Facing westward	15

Sand must not be used at location rail and flange oilers:

Lee	MP 1118.00	Corona	MP 1491.51
Lee	MP 1118.70	Corona	MP 1491.78
Parilla	MP 1124.23	Indiole	MP 1515.3
Parilla	MP 1124.33	Indiole	MP 1515.4
Lizard	MP 1285.00	Tony	MP 1530.1
Luna	MP 1467.10	Arabella	MP 1558.0

RULES 512 and 512 (A). Switch indicators and dwarf signals located:

Douglas, East yard entrance switch.

Lordsburg, Lawrence Branch switch.

Alamogordo, East and west legs of wye.

Carrizozo, East leg of wye.

Movements to main track will be governed as follows:

If indicator indicates block clear, switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper line up has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

Signals 12163, 12162 and 12164 on P. D. track, Clifton, govern movements on P. D. track only. Double switch indicator on Southern Pacific track at west end of crossover from Southern Pacific track to P. D. track, governs movements from Southern Pacific track to P. D. track via crossover between these tracks.

RULE 516. Overlap posts:

Bowen: 292 feet west of block signal 13194, eastward trains.
18 feet west of block signal 13188, westward trains.

INTERLOCKING

Mescal: Interlocking signals of Rio Grande Division will display indication in upper quadrant. Signal arm extended upward parallel to signal mast indicates "proceed."

Limits are between home signals governing east switch of east crossover and west switch of west crossover on Rio Grande Division, and home signals governing east and west switches of sidings on Tucson Division. Switches are controlled by signal operator, except switch leading from west siding to water and outfit spurs from east siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event the remote control appliance is inoperative.

Whistle signals:

Eastward trains to Tucson Division, o o ——— o o

Eastward trains to Rio Grande Division, ——— o o o o

Eastward trains to east siding, o ——— o

Eastward trains east siding to Tucson Division, o o ——— o

Eastward trains east siding to Rio Grande Division, o ——— o o

Westward trains west siding to No. 1 track, ——— ——— o o

Westward trains Tucson Division to No. 1 track, o ——— ———

Westward trains Tucson Division to west siding, o o ——— ———

Westward trains Rio Grande Division to No. 1 track, ——— o ———

Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 track, o ——— ——— o

El Paso—Tower 6: Eastward trains: At switch leading to Union Passenger Depot yard, upper arm on signal mast governs route to Union Passenger Depot tracks. Lower arm governs route to T&NO or Pacific Lines freight yard.

Whistle signals:

Main track movements in either direction with current of traffic, ———

Main track movements between Pacific Lines No. 2 track and T. & N. O. double track in either direction, o ——— o

Other main track movements in either direction against current of traffic, o ——— ———

T. & N. O. Union Depot connection, from either direction, ——— o o ———

Pacific Lines Union Depot connection, from either direction, ——— o ———

Switch west end of Icehouse Crossover is a remote control switch and operated by signal operator from Tower 6. Trains stopped will call signal operator by telephone if remote control appliance is inoperative, and secure permission to throw switch by hand. Instructions for operating the switch by hand, when so authorized by signal operator, are located in telephone booth.

Switches just east of El Paso Union Passenger Depot yard governing movements into and out of Union Passenger Depot tracks and crossover movements from westward and eastward main tracks Nos. 1 and 2, are operated from Tower 6. Interlocking Signals and Rules govern movements over these switches.

When signals are not cleared or the switch is not set for the route required, communicate with the signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso Street, on signal mast near east lead Union Passenger Depot or on iron fence Union Passenger Depot. Instructions for operating the switch by hand, when so authorized by the signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for an approaching passenger train, the signal operator must immediately be so advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Passenger Depot yard will advise signal operator by telephone when ready to start switching over Union Passenger Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is ready to leave.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand-operated switch machine located opposite east switch to crossover. The two crossover switches are pipe-connected and the one lever operates both switches simultaneously.

This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with the signal operator at Tower 6, by telephone located in box on signal mast just east of El Paso Street. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear," the crossover switches may be operated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

Crossover switch leading from track No. 2, T&NO north yard to Alamogordo Sub-division main track, (located just west of Cotton Avenue) equipped with electric lock and switch indicator.

Permission to use this switch must be secured by telephone from signal operator, Tower 47, who will release lock and clear indicator, after which switches at both ends of crossover must be lined before movement is started.

After movement through crossover is completed, switches must be returned to normal position.

EL PASO TOWER—47:

Whistle signals:

Main track movements in either direction with current of traffic, ———

Main track movements in either direction against current of traffic, o ——— ———

North lead, eastward, ——— o ——— o

North lead, westward, ——— o ———

South lead, eastward, o ——— ——— o

South lead, westward, o o ——— ———

To T. & P. main track, o o ——— o

Westward to west yard, o ——— o o

To east yard, ——— ——— o o

Eastward to west yard, o ——— o

From T. & N. O. yard to Alamogordo Subdivision, ——— o o ———

From west yard to Alamogordo Subdivision, ——— ——— ——— o

From Alamogordo Subdivision to T. & N. O. yard, ———

From Alamogordo Subdivision to west yard, o o ——— ——— o

From any point to S. P. Shop lead eastward, o o ——— ——— o o

From any point to S. P. Shop lead westward, o o ——— o o

S. P. roundhouse lead eastward, o ——— o o

S. P. roundhouse lead westward, o o ——— ——— o

RULE 663 (b). When authority is received by telephone to proceed through the limits of an inoperative interlocking signal, member of the crew must make careful examination of facing point switches before passing over them.

TAKE SIDING INDICATORS

RULES 705 to 708. At Lordsburg Take Siding Indicators located on mast of Signals 11505 and 11470 to govern movements of trains, are controlled by Terminal Trainmaster.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles, except freight trains may operate between Ancho and Vaughn, and between Strauss and Deming. Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at Vail and Campstone.

Trains containing carload shipments of TNT, bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65% of its marked capacity.

Constant observations must be made by trainmen to detect anything dragging on train or possibility of derailment, so train may be brought to stop as quickly as possible. Close observation of train and track behind train ahead must be made while train is moving.

When practicable, trainmen must ride rear platform or in rear car on all trains, in position where he can observe fire that might be set from moving train, when passing through wooden-lined tunnels and over long, open-deck wooden trestles.

AIR BRAKE RULES

RULE 3. Westward trains between Mosquero and Campana, and on the Capitan and Cloudcroft Branches must use 90 pounds brake pipe pressure.

Standard brake pipe pressure for freight or mixed trains is 80 pounds.

RULE 24. Rear end test shall be made by freight and mixed trains immediately before leaving:

Sonoita.
Tombstone—westward.
Ft. Huachuca—westward.
South Siding.
High Rolls—westward.
Cloudcroft—westward.
Russia—westward.
Walnut—westward.
Indian Divide—westward
Medio—westward.
Cabeza—westward.
Mosquero—westward.

RULE 28. Second and third paragraphs (release while running) are cancelled, and the following substituted therefor:

Air brakes on trains of over 75 cars must not be released until train stops, except brakes may be released when it is known that the slack is stretched and speed is not below twenty (20) miles per hour, or all cars are equipped with "AB" brakes and speed is not below fifteen (15) miles per hour.

RULE 33. Freight trains. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Indian Divide to Walnut—Westward trains all retainers.

Cabeza to Campana—Westward trains all retainers.

Stops to permit wheel heat radiation and train inspection will be made at:

Medio High Rolls Walnut Campana La Luz

RULE 38. At Douglas and Carrizozo when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the Engineer will apply the brakes with a 10-pound reduction, then signal the Trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the Engineer notes the hand falling, he will answer with two blasts of the whistle. The Trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagmen and other members of train crew.

RULE 39. Running test shall be made:
M. P. 1488.85—Eastward and westward passenger trains.
Cabeza—Westward passenger trains:

RULE 46. Passenger Trains:

Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Indian Divide to Walnut—Westward trains all retainers.
Cabeza to Campana—Westward trains all retainers.

FREIGHT AND MIXED TRAINS

Speed of trains will be reduced at points where trainmen are required to handle retainers.

Conductor and engineer after consulting may use necessary retainers on train of less than 100Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty per cent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Junction and fifty per cent of retainers Bisbee Junction to Forrest.

Sufficient retainers will be used on westward trains between Planeport and El Paso to adjust slack.

Westward trains from Cabeza to Campana must not handle more than 60 freight cars in one train when engine is equipped with cross-compound air compressors and must not follow each other closer than fifteen minutes.

The tonnage of freight or mixed trains between Russia and La Luz must not exceed 80Ms per operative brake, between Indian Divide and Walnut 120Ms per operative brake, and between Cabeza and Campana 160Ms per operative brake.

Cloudcroft and Capitan Branches: Air brakes must be used on all cars in all operations.

Bisbee Branch, Bisbee-Lowell Cutoff, Fort Huachuca Branch, Tombstone Branch and all tracks at Curtiss Powder Plant: Air brakes must be used on all cars in all operations.

Naco: Air brakes must be used when switching pumping plant track.

Forrest: Air brakes must be used on all cars in switching Paul's Spur.

Douglas—Phelps Dodge Smelter: Air brakes must be used on all cars placed on unloading trestles at P. D. Smelter. Air brakes must be used and rear end test made as per Air Brake Rule 24 on all operations between Douglas Yard and the P. D. Smelter.

Tucumcari: Air brakes must be used when switching pumphouse track.

Dawson: Air brakes must be used on all cars moved from tipples or intermediate points to train yard and on all cars moved from train yard to storage yards above tipples or intermediate points, also must be used on other tracks where grade conditions and tonnage handled make it necessary for safe operation, and rear end air test made before cars are moved.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or fuel, including that required to spot second engine of doubleheader, engines of heavy freight trains must be cut off before spotting.

Avoid taking water at following emergency water stations:

Rita
Whetstone
Hereford
Cazador
Apache
Hermanas
Noria
Akela
Cuervo
Separ

If necessary to take water, take only enough to reach next unrestricted water station.

Engines going to Don Luis must take full tank of water at Bisbee Junction.

Eastward trains take water at Guthrie.

If necessary to take water between Douglas and Rodeo, take water Apache in preference to Cazador.

Freight trains take only sufficient water at Alamogordo to reach Orogrande or Three Rivers.

Eastward freight trains must not take water at Santa Rosa or Cuervo unless in emergency and should ascertain before passing Pastura if will be necessary for engines to take water and if so take full tank at Pastura.

At Deming, except in emergency, oil-burning engines will not take water from tank at coal chute. Trainmen will not fill water cars at this tank.

Promptly report to chief train dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

Ash pans must be kept closed on coal burning engines while running. Dump cinders only at water columns or coaling stations, except in emergency. Enginemen must thoroughly wet same and know that fire is extinguished, except where cindermen are on duty. If dumped where ties are exposed, must be shoveled from track, and must not be dumped close to coal chutes constructed of wood. Cinders must not be dumped on switches or frogs.

4. In Helper Service:

One helper may be placed behind caboose if of steel underframe construction and the cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage; or more if necessary to cut in ahead of all rear end cars; or if in opinion of conductor conditions are favorable, helpers may be put on head end of trains.

No helper engine will be placed behind wooden underframe cars or cabooses.

Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Helper must not couple to, or uncouple from train, while train is in motion.

When more than one engine is used on a train over Bridge 1205.01, over Gila River, at Guthrie, on Clifton Branch, engines must be spaced at least five car lengths apart.

When more than one engine is used on a train over Bridges 1631.50, 1638.93 and 1740.80, Dawson Branch, engines must be spaced at least five car lengths apart or run singly over these bridges.

4 (a). For the purpose of pushing trains out of yards:

No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

In no case will more than one pusher engine be placed behind steel underframe cabooses.

Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as a means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

6. When necessary to turn at Toboggan, enter west leg of wye.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet, not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, trainman will open steam valve on rear of train at least one mile from station, and will sound signal 16(m).

9. When openings have been made at street or highway crossings by trains on main track or siding, traffic must be protected against trains on other tracks.

When coupling to cars near a street or highway crossing not protected, a member of crew must protect the crossing.

In performing work at stations, engines or cars must not stand on crossings.

Naco—Opening of five car lengths must be left each side of crossing east of passenger station.

10. Only following engines will be permitted to operate over:

Benson-Fairbank Branch: E, M, C, TW, A, T-32, and Mk with not over 210,000 lbs. on drivers.

Patagonia Branch: E. Also, with speed restriction of 10 MPH over Bridges 1051.96, 1055.29, 1067.41 and 1085.15, following may be used, TW-4, C-15, T-36, and M-4 with not over 126,000 lbs. on drivers.

Ft. Huachuca Branch: From East End of Bridge 1059.0, E, M, C, TW, A, T-32 and Mk with not over 210,000 lbs. on drivers: Except permissable to operate MT class as far as MP 1072 only: speed restricted to 20 MPH; this class engine head eastward and back westward: not turn on wye at Ft. Huachuca.

Tombstone Branch: E, M, C, TW, A, T-32, and Mk with not over 210,000 lbs. on drivers.

Bisbee Branch, between Don Luis-Bisbee and Warren-Bisbee: E, M, C, TW, A, T-32, and Mk with not over 210,000 lbs. on drivers.

Lawrence Branch: E, M, C, TW, A, T-32, and Mk with not over 210,000 lbs. on drivers.

Clifton Branch: E, M, C, TW, A, T-32, and Mk with not over 210,000 lbs. on drivers.

Cloudcroft Branch: C-15, 17.

Capitan Branch: C-15, 17.

Dawson Branch: E, M, C, TW, A, T-32, Mk with not over 210,000 lbs. on drivers, and Mk-7, 8 and 9 with not over 247,000 lbs. on drivers.

Engines heavier than those shown must not use following tracks:

Tombstone: Schuster Siding, TW.

Calumet: Trestle to ore bins at smelter, C-19.

Douglas: Government spur, Brewery and Gypsum Plant tracks, C-9.

Lordsburg: House and transfer tracks A&NM yard, C-9.

Planeport: Siding No. 2 (South of main track) C-9.

Alamogordo: Breece Lbr. Co. log unloading dock, spur to ice plant, lead to S. W. Milling Co., coach track, caboose track, enginehouse lead west of enginehouse, and repair tracks 1, 2, 3 and 4, C-9. Wood spur (track No. 119) connected into Tie Treating Plant lead (track No. 111) with switch on north side of log pond, C-17.

Tucumcari: Dawson yard, repair and coal storage tracks, water and Reclamation spurs, C-19. All classes of power may use wye.

Dawson: Spur to P. D. Merc. Co., and new main track beyond Tipple derail, C-19.

TRACK AND CAR RESTRICTIONS

Cars weighing more than 169,000 lbs. gross must not be handled on Patagonia Branch.

Tombstone Branch: Bunker Hill tracks, Tombstone, must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance."

Bisbee Branch: Campbell Shaft Track and Denn Spur Track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations."

Shop Spur in Junction Mine yard at Lowell, engines must not pass sign reading: "Engines Must Not Pass This Point."

Bisbee Jct.: Engines must not be moved over coal hopper.

Rodeo: Engines must not be moved over coal hopper.

Hachita: Engines must not be moved over coal hopper.

Columbus: Track over coal chute hopper cannot be used within limits established at each end of chute by earth bumpers and stop signs.

Clifton Branch: Tunnels between MP 1212.1 and MP 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

Strauss: Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pumphouse.

El Paso: East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 ft. 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Cloudcroft Branch: All cars handled between Alamogordo Jct. and Russia must be equipped with independent retainer line; have 1½ inches of lateral in end sills on each side of coupler shank; equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 42 feet in length outside measurement or 14 feet 6 inches in height from top of rail, or equipped with trucks having more than four wheels, cannot be handled between La Luz and Russia. A. A. R. ruling must be observed covering height of loads in open top cars.

Capitan Branch: All cars handled between Carrizozo Jct. and Capitan must have 1½ inches of lateral in end sills on each side of coupler shank, equipped with inside connected brakes, and hand brakes in working condition. Air and hand Brakes must work together. Cars more than 60 feet in length outside measurement or with trucks having more than four wheels, will not be handled.

Hawks: Engines must not use New Mexico Construction Company's industry track beyond sign reading: "Engines do not pass this point"; or on siding beyond sign reading: "Railroad employes must not move engines through this switch."

Reduce speed and look out for fallen rocks on curve between MP 1053 and MP 1053.8, west of Charleston.

Look out for drifted sand between Columbus and Rio Grande Tunnel, MP 1319.5.

Reduce speed and look out for caving banks both approaches Rio Grande Tunnel, MP 1319.5.

Look out for drifted sand between Deming and Anapra, Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal and Robsart; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

Look out for fallen rocks and trees between La Luz and Russia, and between Walnut and Coalora.

Dawson Branch: Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

At Cabeza and Taylor when using Mikado-type engine to place coal on coal chute trestles, sufficient cars must be handled to prevent engine occupying trestle.

14. Passenger trains will make additional water stops when necessary to permit proper use of sprinklers in dusty territory, where engines clean fires, or where track has been disturbed.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express or mail car, or a caboose.

Except as specifically authorized, cars containing passengers must not be handled next to engine of a steam passenger train. A steel combination or partitioned car may be handled with baggage or unoccupied end next to engine.

Passenger equipment, (except official cars) moved in freight trains, must be placed next to caboose if rear end freight cars in train will permit.

Wooden piledrivers, locomotive cranes with boom disconnected and heavy end forward, steam shovels and ditchers transported on their own wheels, must be trained on rear of trains.

25. Electric lanterns may be used for displaying white light only, except herders and switch tenders will use green light when heading trains into and out of yards during night hours.

28. Where bus connection is provided at Bisbee Jct. conductors of passenger trains scheduled to stop will ascertain if bus has arrived or ask for instructions.

29. Within the limits of El Paso Union Passenger Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided herein, or by bulletin, train order or "fixed signal."

		PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Maximum	With AC 4, 5, 7, 8, 9, 10 Engines	With M T 1, 8, 9, 23, 28, 31, 36, 57, 58, Mk 5, 6, 7, 8, 9 Engines	With AC 6 AM 2 C 2, 8, 9, 18, 19, 26, 27, 28, 29 Engines	With SP 1, 2, 3 F 1, 3, 4, 5 AC 1, 2, 3 C 15, 17 TW Mk 2, 4 10 Engines	Freight and Mixed Maximum	Engines and Motors Backing Except S-SE Type	Switch Engines S-SE Type Forward, Backward and Light	A E GS 1, 2, 3 Mt 1, 2, 3, 4, 5 P	M T 1, 8, 9, 23, 28, 31, 36, 57, 58 C 2, 8, 9, 18, 19, 26, 27, 28, 29 Mk 5, 6, 7, 8, 9 F 1, 3, 4, 5 SP 1, 2, 3	AC 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 AM 2 C 15, 17 TW Mk 2, 4, 10	T 26, 32, 37, 40
2	Through Interlocking Limits with caution Tucson-Mescal	50	50	50	45	40	35	30	20	40	35	30	35
2	Through Crossovers at east and west ends Mescal Interlocking Plant when moving between Tucson Division and Rio Grande Division main tracks	25	25	25	25	25	25	15	15	25	25	25	25
2, 3	Mescal-Perilla, except:	50	50	50	45	40	35	30	20	40	35	30	35
2	Seven degree curve M. P. 1053.6	35	35	35	35	35	35	15	20	25	25	25	25
2, 3	Douglas, over 16th St. Crossing	10	10	10	10	10	10	10	10	10	10	10	10
3	Perilla-Mastodon, except:	60	55	50	45	40	40	30	20	45	35	30	40
3	Curves not otherwise restricted	50	------	------	------	------	35	15	20	40	35	30	35
3	Columbus, over road crossing just west of station	30	30	30	30	30	20	10	10	20	20	20	20
3	Mastodon-Anapra	50	50	50	45	40	35	30	20	40	35	30	35
4	Lordsburg-Ulmoris	60	55	50	45	40	40	30	20	45	35	30	40
4	Ulmoris-Kenzin	65	55	50	45	40	40	30	20	45	35	30	40
4	Kenzin-Lanark	60	55	50	45	40	40	30	20	45	35	30	40
4	Lanark-Strauss	65	55	50	45	40	40	30	20	45	35	30	40
4	Strauss-Anapra	45	45	45	45	40	35	30	20	40	35	30	35
4	Anapra-El Paso, except:	50	50	50	45	40	35	30	20	40	35	30	35
4	Tower 6—El Paso Union Passenger Depot	10	10	10	10	10	10	10	10	10	10	10	10
5	El Paso- Ft. Bliss, except:	60	55	50	45	40	40	30	20	45	35	30	40
5	Interlocking Limits Tower 47, El Paso	10	10	10	10	10	10	10	10	10	10	10	10
5	Ft. Bliss-Dunes	70	55	50	45	40	40	30	20	45	35	30	40
5	Dunes-Alamogordo Jct.	60	55	50	45	40	40	30	20	45	35	30	40
5	Alamogordo Jct.-North	65	55	50	45	40	40	30	20	45	35	30	40
5	North-Carrizozo	60	55	50	45	40	40	30	20	45	35	30	40
5	Alamogordo-La Luz	20	------	------	------	------	20	20	20	------	------	20	------
5	La Luz-Russia	12	------	------	------	------	12	12	12	------	------	12	------
5	Carrizozo-M. P. 1450, Capitan Branch	20	------	------	------	------	20	20	20	------	------	20	------
5	M. P. 1450, Capitan Branch-Capitan	12	------	------	------	------	12	12	12	------	------	12	------
6	Carrizozo-Tucumcari, except:	60	55	50	45	40	40	30	20	45	35	30	40
6	Curves not otherwise restricted	50	------	------	------	------	35	15	20	40	35	30	35
6	Pecos River Bridge 1567.96	------	30	------	------	------	------	30	20	------	------	30	------
6	Pintado Canyon Bridge 1561.65	35	35	35	35	35	35	30	20	30	30	30	30
6	Bull Canyon Bridge 1605.89	------	50	------	------	------	40	30	20	------	------	30	------
6	Fairbank-Patagonia	20	------	------	------	------	20	15	15	------	------	20	------
6	Tucumcari-Campana	35	------	35	35	35	30	20	20	30	30	30	30
6	Campana-Cabeza (Eastward)	20	------	20	20	20	20	20	20	20	20	20	20
6	Cabeza-Campana (Westward)	15	------	15	15	15	15	15	15	15	15	15	15
6	Cabeza-Dawson	35	------	35	35	35	30	20	20	30	30	30	30
6	Dawson, over road crossing, east of station	4	------	4	4	4	4	4	4	4	4	4	4
	Dawson Branch, over Bridges 1631.50, 1638.93, 1644.15, 1647.81, 1648.57 and 1740.80, MK Engines	15	------	------	------	------	15	15	15	------	15	15	------
7	Benson Jct.-Benson, Tombstone-Fairbank	20	------	------	20	20	20	15	15	------	20	20	------
7	Fort Huachuca-Lewis Springs	25	------	------	25	25	25	20	15	------	25	25	------
7	Bisbee Branch	25	------	25	25	25	20	15	15	20	20	20	20
7	Oil Siding-Valedon	15	------	------	15	15	15	15	15	------	15	15	------
7	Lordsburg-Franklin	30	------	------	30	30	30	20	15	------	30	30	------
7	Franklin-Duncan	25	------	------	25	25	25	20	15	------	25	25	------
7	Duncan-M. P. 1202.5	30	------	------	25	25	25	15	15	------	25	25	------
7	M. P. 1202.5-Smelter	20	------	------	20	20	20	15	15	------	20	20	------
7	Smelter-Clifton	15	------	------	15	15	15	15	15	------	15	15	------
7	Curve on Gila River Bridge 1205.01	10	------	10	10	10	10	10	10	------	10	10	------
7	Clifton, over crossings	5	------	5	5	5	5	5	5	------	5	5	------

"Mt", "P", "E", "A", "GS", AND "T" 26, 32, 37, 40, ENGINES IN PASSENGER SERVICE MAY MAKE MAXIMUM SPEED

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	LOCATION	MPH
4–5	El Paso, into street intersections	25
4	Deming, over street crossings	15

Following engines have been cross counter-balanced for maximum speed of 55 MPH when handling passenger trains:

3612, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow boards, or train order)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

	M. P. H.
On tangent main tracks	35
except S.P.M.W. 4044	25
On tangent branch tracks	25

On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks	20
On curves and on branch tracks	15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

On tangent main tracks	25
On curves and on branch tracks	15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks	35
On tangent branch tracks	25

On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Engines backing will not exceed speed of 15 MPH on curves and approaching grade crossings.

Any train handling AC class engine must not exceed 30 MPH over Pecos River Bridge 1567.96.

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH.

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Trains handling loaded ore cars between Bisbee Jct. and Calumet must not exceed 25 MPH.

Trains handling rotary snow plows must not exceed 15 MPH.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Maximum speed (in MPH) of disabled engines (except S or SE Class), running under own steam or hauled in train, must not exceed:

When any weight has been removed from any one pair drivers	20
When any weight has been removed from one wheel of any pair drivers	30
When pilot removed	20
When main rod only removed	30
When side rod only removed	30
When both main and side rods removed	20
When hauled in train, all rods on	30
SP 1, 2 and 3 when inside main rod removed	30
When engine truck is removed	20
Class S and SE engines, under all conditions	20

Yard engines in service must not exceed 20 MPH.

Maximum speed moving cars ahead of engine, 20 MPH.

Speed restrictions for engines are shown in speed restriction table; however, following are maximum speeds at which tenders may be operated, subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Passenger trains handling steel-wheel box cars commonly known as PMT cars, or foreign line steel-wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed 60 MPH.

Cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

Wooden passenger-carrying cars, wooden baggage, express, and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent.

Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

Maximum permissible speed around wye tracks at following locations is 10 MPH:

Fairbanks
Lewis Springs
Bisbee Junction
Douglas
Lordsburg
Deming
Orogrande
Alamogordo Jct.
Carrizozo
Tucumcari

Maximum permissible speed around all other wye tracks is 6 MPH.

Subject to speed restrictions imposed by other conditions, following are maximum speeds permitted engines and trains through turnouts:

		MPH Pass.	MPH Frt.
All turnouts, (except those listed below:)		15	15
Mescal	West turnout west crossover	25	20
	East turnout east crossover	25	20
Benson	Wye tracks	10	10
Curtiss	Magazine Spur	10	10
Tombstone	All tracks	10	10
Lewis Springs	East end west leg of wye	10	10
Ft. Huachuca	Stem of wye	10	10
Bisbee	All tracks	10	10
Lowell	All tracks Junction Yard	10	10
	Sacramento Spur	10	10
	Denn Lumber Spur	10	10
Douglas	Nacozari Connection	25	20
	Machine shop and industry tracks	10	10
Anapra	East and west turnouts of west crossover	25	20
	East and west turnouts of east crossover	25	20
Bowen	East turnout of siding	25	20
El Paso	West turnout Icehouse Crossover	35	30
	East turnout Icehouse Crossover	25	20
	West lead EP&NE Yard	10	10
	Industry tracks	10	10
	Repair, store and material tracks, shop yard	10	10
	Both ends wye track	10	10
Strauss	East turnouts North and South Sidings	25	20
Planeport	Water spur	10	10
Alamogordo	West turnout of siding	25	20
	Other tracks, except turnouts from main track and excluding west turnout of siding.	10	10
High Rolls	East end siding	10	10
Mountain Park	Both ends of siding	10	10
Toboggan	Wye tracks	10	10
Cloudcroft	Hotel Spur and wye	10	10
Cox Canon	All tracks	10	10
Russia	All tracks	10	10
Carrizozo	Depressed cinder tracks	10	10
Robsart	East and west turnouts of siding	25	20
Coalora	All tracks	10	10
Luna	Pumphouse Spur	10	10
Corona	East and west wye	10	10
Pastura	West turnout of siding	25	20
Tucumcari	East lead of west yard	10	10
	East and west leads east yard	10	10
	Dawson yard tracks	10	10
Campana	Wye tracks	10	10
Cabeza	Track No. 2 and wye	10	10
Roy	Track No. 2 and industry tracks	10	10
Mills	Track No. 2 and wye	10	10
Dawson	All tracks	10	10
Slip (puzzle) switches		10	10
Engines and motors backing through all crossovers and turnouts		10	10

El Paso: Westward trains and yard engines on Track No. 3, and adjacent track, must not exceed speed of 6 MPH over North Campbell Street.

Trains must approach junction switches of icehouse crossover with caution.

Trains entering or leaving El Paso Union Passenger Depot will do so with caution.

El Paso: Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

DIVISION MILEAGE

Main Lines

Lordsburg to El Paso	S. P. R. R. (Includes 1st Track)		148.00	
	T. & N. O. R. R.		3.59	
End Tucson Division to Tucumcari	E. P. & S. W. R. R. (Includes 2nd Trk.)		448.30	
	E. P. & S. W. R. R. of Texas		20.85	
	E. P. R. I. Ry.		127.51	
	C. R. I. & P. Ry.		60.41	
Total Main Line				808.66

Branches

Benson-Fairbank	EP&SWRR	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.		17.23	
Bisbee	EP&SWRR	Bisbee Jct. to Bisbee		8.08	
Bisbee-Lowell Cutoff	EP&SWRR	Corta to Lowell via Warren		2.84	
Capitan	EP&SWRR	Carrizozo Jct. to Capitan		21.29	
Clifton	S. P. R. R.	Lordsburg to Initial Point E. P. & S. W. R. R.	.03		
	EP&SWRR	Initial Point E. P. & S. W. R. R. to Clifton	70.77	70.80	
Cloudcroft	EP&SWRR	Alamogordo Jct. to Russia		31.56	
Dawson	Dawson Ry.	Tucumcari to Dawson		131.96	
Fort Huachuca	EP&SWRR	Lewis Springs to Fort Huachuca		14.23	
Lordsburg Oil Siding	S. P. R. R.	Lordsburg to Initial Point E. P. & S. W. R. R.	.10		
	EP&SWRR	Lordsburg to Oil Siding	.88	.98	
Patagonia	EP&SWRR	Fairbank to Initial Point S. P. R. R.	.05		
	S. P. R. R.	Fairbank to Patagonia	43.80	43.85	
Tombstone	EP&SWRR	Fairbank to Tombstone		9.94	
Lawrence	EP&SWRR	M. P. 1147.75 to Valedon		3.32	
Total Branches					356.08
Total Rio Grande Division					1164.74

HOSPITALS

GENERAL HOSPITAL	San Francisco, Cal.
St. Mary's	Tucson, Ariz.
Hotel Dieu	El Paso, Texas

Location	Physicians and Surgeons' Names	Title
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon and Examiner
Tucson	Dr. V. G. Presson	Acting Division Surgeon
Tucson	Dr. R. A. Wilson	Acting Division Surgeon
Tucson	Dr. Earl H. Brown	Oculist and Aurist
Tucson	Dr. Thos. H. Cates	Consulting Oculist and Aurist
Tucson	Dr. Stuart Sanger	District Surgeon
Benson	Dr. A. N. Shoun	District Surgeon and Examiner
Lordsburg	Dr. C. B. Austin	District Surgeon (Examining Surgeon)
Lordsburg	Dr. Ross W. Johnson	Assistant District Surgeon
Duncan	Dr. Carl L. Fife	Emergency Surgeon
Clifton	Dr. C. H. Laugharn	District Surgeon
Deming	Dr. J. G. Moir	District Surgeon
Deming	Dr. L. J. Whitaker	Assistant District Surgeon
Tyrone	Dr. N. D. Frazin (Silver City)	Emergency Surgeon
El Paso	Dr. J. L. Green	Division Surgeon and Examiner
El Paso	Dr. E. W. Rheinheimer	District Surgeon
El Paso	Dr. F. G. Evans	District Surgeon
El Paso	Dr. Russell Holt	Assistant District Surgeon
El Paso	Dr. F. S. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
Columbus	Dr. Albert L. Oxford	District Surgeon
Douglas	Dr. N. V. Alessi	District Surgeon (Examining Surgeon)
Douglas	Dr. A. K. Duncan	District Surgeon
Douglas	Dr. A. G. Nugent	Assistant District Surgeon
Douglas	Dr. J. H. Stidham	Oculist and Aurist
Bisbee	Dr. H. W. Rice	District Surgeon
Bisbee	Dr. G. H. Hess	Assistant District Surgeon
Bisbee	Dr. C. C. Piepergerdes	Oculist and Aurist
Naco	Dr. W. F. Haas	District Surgeon
Tombstone	Dr. G. O. Webb	Emergency Surgeon
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. E. P. Simms	District Surgeon
Alamogordo	Dr. John T. Lowery	Assistant District Surgeon
Tularosa	Dr. J. D. Robinson	District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon (Service limited to consultation with District Surgeons or when they are not available)
Carrizozo	Dr. P. M. Shaver	District Surgeon (Examining Surgeon)
Carrizozo	Dr. James P. Turner	District Surgeon
Corona	Dr. L. H. Barry	District Surgeon
Vaughn	Dr. H. E. Bielinski	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon (Examining Surgeon)
Tucumcari	Dr. C. H. Ferguson	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. H. C. Becker	District Surgeon and Examiner
Dawson	Dr. H. M. Hawthorn	Assistant District Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

RITA-EL PASO

Mile Post	AT OR NEAR	DESCRIPTION	
997.8	Rita	Water Crane, Main and Siding	Side
1028.6	Whetstone	Water Crane, Main and Siding	Side
1048.2	Fairbank	Water Crane, Main and Siding	Side
		Oil Crane, Tombstone Main	Side
1058.8	Lewis Springs	Water Tank Spout, Main Track	Side
1069.0	Hereford	Water Crane, Main and Siding	Side
1080.9	Naco	Freight Platform, Spur Track to Naco, Mex.	Side
1085.0	Bisbee Jct.	Water Crane, Main and Siding	Side
		Coal Chute, Main and Coal Track	Side
		Old Pump House, Coal Track	Side
1089.0	Crook Tunnel		Overhead and Side
1096.9	Forrest	Water Crane, Main and Siding	Side
		Loading Bin, Paul Spur	Over and Side
1107.0	Douglas	Buildings and Platforms, All Industry Tracks	Side
		East Water Crane, Main and Siding	Side
		Freight Station Platform, House Track	Side
1121.1	Cazador	Water Tank and Spout	Over and Side
1147.1	Apache	Water Tank and Spout	Over and Side
1158.7	Rodeo	Coal Chute, Main and Coal Track	Side
		Water Tank and Spout	Over and Side
1206.3	Hachita	Coal Chute and Water Tank Spouts, Main and Coal Track	Side
1230.9	Hermanas	Water Tank Spout, Main Track	Side
1250.3	Columbus	Coal Chute, Main and Coal Track	Side
1285.6	Mt. Riley	Water Crane, Main	Side
1299.0	Noria	Coal Bin, Stock Track	Side
		Water Crane, Main and Siding	Side
1319.5	Rio Grande Tunnel		Over and Side
1321.3	Overhead Bridge	T&NO Smelter Spur	Over and Side
1295.9	El Paso	Buildings and Platforms, Globe Mills Tracks	Over and Side
		Buildings and Platform, Neff-Stiles Spur	Side
		Buildings, K. Z. & M. Spur	Side
		Buildings, west side Stanton St.	Side
	El Paso Pacific Lines Yard	Freight Station Platform, North House Track	Side
		Auto Unloading Platform, Auto Track	Side
		Rock Loading Chute, Dudley & Orr Spur	Over and Side
		Coal Bins, So. West Fuel Co. Spur	Side
1295.9	El Paso Shop Yard	Retaining Wall, Depressed Cinder Track	Side
		Coal Chute, Coaling Tracks	Side
		Coal Chute, Hopper Track	Over and Side
		Store House Platform, House Tracks	Side
	El Paso	Impaired Clearances— both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track and out of old Northeastern Yard.	

BENSON-FAIRBANK BRANCH

1039.8	Curtiss	Warehouse Platform, Coal Grinder House and Soda House, Apache Powder Co. Tracks	Side

PATAGONIA BRANCH

1051.9	Fairbank	Bridge over San Pedro River	Over
1055.3		Bridge over Babacomari Creek	Over
1067.4		Bridge over Babacomari Creek	Over
1073.8	Elgin	Platform	Side

FORT HUACHUCA BRANCH

1059.0	Lewis Springs	Bridge over San Pedro River	Over and Side
1072.0	Ft. Huachuca	Freight Platform, Main and House Tracks	Side
		Government Structures, Oat Bin Platform and Coal Bin, Main Track	Side
		Repair Shop, Tool House, and Warehouse Platform, Commissary Track	Side

BISBEE BRANCH

1088.3 1092.9	Corta to Bisbee	Impaired Clearances— both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks on the Bisbee Branch east of Corta, on both the Corta to Warren to Bisbee and Corta to Don Luis to Bisbee Lines.	

CLIFTON BRANCH

1184.3	Duncan	Lumber Sheds and Trees, Lumber Spur	Side
		Water Crane, Main and Siding	Side
		Trees Through Station Grounds, All Tracks	Over and Side
1205.1	Guthrie	Gila River Bridge	Over and Side
		Water Crane, Main	Side
1214.2	Smelter	Buildings, platforms, overhead bridges and trolley wires, Yard Tracks	Over and Side
1216.3	Clifton	San Francisco River Bridge	Over and Side
		Chase Creek Bridge	Side
		Buildings, platforms, yard tracks, water crane, etc., east of first street crossing east of station	Over and Side
1189.2	to 1216.4	Rock Cuts	Side
1212.1	to 1214.5	Tunnels Nos. 1, 2, 3, 4, 5 and 6	Over and Side

LAWRENCE BRANCH

1150.7	Lawrence	Ore Loading Platform, Spur	Side

LORDSBURG-EL PASO

1168.0	Separ	Water Tank Spout	Over and Side
1247.7	Aden	Tipple hinge extension to loading tipple may not be in position to clear on spur track	Side
1291.9	Brickland	Rock Walls and Bridge Pier, Brickland Spur	Over and Side

EL PASO-TUCUMCARI

Mile Post	AT OR NEAR	DESCRIPTION	
1345.0	Orogrande	West End Cinder Incline, west leg of wye	Side
1382.8	Alamogordo	Cinder Loading Platform, Track No. 60	Side
		Ice Plant Buildings, Track No. 35	Side
		Coal Chute, Main Track	Side
		Round House, Track No. 20	Over and Side
		Thomas Store, Track No. 7	Side
		Impaired clearances, both overhead and side, in the form of buildings, bins, platforms, poles, and overhead wires exist on all tracks in Southwest Lbr. Co., yard, Breece Lbr. Co., yard, and Treating Plant.	
1412.9	Three Rivers	Water Column, Main Track and Siding	Side
1439.9	Carrizozo	Coal Chute and Sand House, Track No. 20	Over and Side
		Walls, Cinder Track No. 21	Side
		Machine Shop, Track No. 15	Over and Side
		Coal Chute, Hopper Track No. 37	Side
1452.2	Coyote	Pump House, Track No. 3	Side
1463.5	Ancho	Water Column, Main and Siding	Side
1482.5	Gallinas	Stock Pen Platform, Siding	Side
		Water Column, Main and Siding	Side
1499.0	Torrance	Station Platform, House Track	Side
1525.4	Vaughn	West Water Column at Station, Main Track and Siding	Side
1547.2	Pastura	Water Column, Main Track and Siding	Side
		Cinder Loading Incline and Pastura Trading Co. Platform, Siding	Side
1563.7	Pintado	Coal Chute, Main Track and Coal Chute Track	Side
1568.3	Santa Rosa	Water Column, Main Track and Siding	Side
		Bldgs. on city track	Side
1585.8	Cuervo	Bond & Weist Platform and Warehouse, Stock Yard Track	Side
		Water Crane, Main and Siding	Side
1606.7	Montoya	Water Crane, Main and Siding	Side
1627.4	Tucumcari	Coal Hoist, Tracks Nos. 85 and 20	Side
		Car Repairer's Office, Track No. 86	Side
		Roundhouse and Machine Shop Doors, Track No. 45	Over and Side
		Roundhouse Doors, Track No. 31	Over and Side
		Pump House and Cinder Loading Incline, Track No. 43	Side
		Tucumcari Ice Co. Buildings and Coal Bins, both sides Track No. 42	Side
		Sand House and Coal Hoist, Enginehouse Track No. 85	Side
		Coal Hoist, Enginehouse Track No. 21, both sides	Side
		Walls Cinder Pit, Tracks Nos. 22 and 49, both sides	Side
		Freight House Platform, Track No. 48	Side
		T. & M. Spur (Coach and Ice Car Storage) Overpass	Over
		Troup's Coal Bin, East Team Track No. 47	Side
		Overpass, East Team Track No. 47	Over

CLOUDCROFT BRANCH

1398.6	High Rolls	Freight House Platform, Siding	Side
1400.9	Wooten	Water Treater Platform, Main Track	Side
1404.3	Switchback	Cribbing	Side
1408.7	Cloudcroft	Water Tank Spout, Main Track	Over

Note—Look out for narrow rock cuts between La Luz and Russia

CAPITAN BRANCH

Note—Look out for narrow rock cuts between M. P. 1450 and Indian Divide

DAWSON BRANCH

1639.0	Bridge 1638.93	Steel Bridge over Canadian River, Main Track	Side
1673.0	Cabeza	Coal Chute, Main Track and Coal Chute Track	Side
1696.1	Roy	Floersheim Warehouse and Platform Industry Track No. 3	Side
1706.4	Mills	Wilson Co. Elevator, Spur No. 6	Side
1715.6	Abbott	Wilson Co. Elevator Spur	Side
		Water Tank Spout, Main Track	Side
1729.8	Taylor	Coal Chute, Main Track and Track No. 3	Side
1759.4	Dawson	Water Column, Tracks Nos. 16 and 17	Side
		Scale House, Tracks Nos. 7 and 9	Side
		Sand House, Tracks Nos. 16 and 17	Side
		Water Loading Crane, Track No. 15	Side
		Walls, Depressed Track No. 18	Side
		Coal Unloading Trestle, Track No. 25	Side
		Oil House, Track No. 38	Side
		Powerhouse, Powerhouse Spur	Side
		Portable Stock Chute, Loretto Spur	Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

RATING OF ENGINES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson to Naco Douglas to El Paso	Naco to Bisbee Jct.	Bisbee Jct. to Douglas	El Paso to Bisbee Jct.	Bisbee Jct. to Fairbank Mescal to Tucson	Fairbank to Mescal	Lordsburg to Wilna	Wilna to El Paso	El Paso to Aden	Aden to Lordsburg	El Paso to Elda Santa Rosa to Tucumcari	Elda to Santa Rosa	Tucumcari to Gallinas	Gallinas to El Paso
C-8, 9, 10	C—57-22/30-192-S, 200-SF	2513 to 2599, 2698 to 2860	210	2500	3200	8000	2700	8000	5100	4150	5500	4150	4650	2700	3250	2700	4750
P-12	P—73-26/28-189-SF	3120 to 3129	205	2600	3350	8000	2800	8000	5300	4350	5750	4350	4900	2850	3450	2850	5100
Mk-5, 6	Mk—63-26/28-210-S, 233-SF	3241 to 3277	210	3150	4050	8000	3400	8000	6400	5250	6900	5250	5850	3450	4150	3450	6050
Mk-7,8,9	Mk—63-27/30-247-S, 257-SF Mk—63-29/30-247-S, 257-SF	3300 to 3324	205 176	3500	4450	8000	3800	8000	7050	5800	7650	5800	6500	3850	4550	3850	6650
C-18	C—57-22/28-169-S	3400 to 3409	200	2350	3000	8000	2500	8000	4700	3850	5050	3850	4300	2550	3000	2550	4400
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	3100	8000	2600	8000	4850	4000	5250	4000	4450	2650	3150	2650	4550
F-1	F—63-27½/32-273-S, 282-SF	3611 to 3652	200	3700	4750	10000	4000	10000	7450	6100	8050	6100	6850	4000	4750	4000	6950
F-3	F—63-29½/32-297-S, 300-SF F—63-29½/32-307-S	3653 to 3667	200	4200	5400	10000	4550	10000	8500	7000	9200	7000	7800	4550	5450	4550	7900
F-4, 5	F—63-29½/32-306/B-61-SF F—63-29½/32-319/B-62-SF	3668 to 3769	200	4750	6100	10000	5150	10000	9550	7850	10000	7850	8800	4550	5450	4550	7900
AC-9	AC—63-24-24/32-531-SF	3800 to 3811	250	7400	8700	12000	7500	12000	12000	12000	14000	12000	12500	7200	8800	7200	12500
AC-8,10	AC—63-24-24/32-532-SF	4177 to 4244	250	7400	8700	12000	7500	12000	12000	12000	14000	12000	12500	7200	8800	7200	12500
Mt-1,3,4,5	Mt—73-28/30-246/B-60-SF	4300 to 4376	210	3800	4850	10000	4100	10000	7700	6300	8300	6300	7050	3650	4400	3650	6450
Mt-2	Mt—73-29/30-262-SF Mt—73-28/30-262-SF	4385 to 4390	210 225	3550	4600	10000	3850	10000	7300	5950	7900	5950	6700	4000	4750	4000	7000
GS-3	GS—80-26/32-267/B-109-SF	4416 to 4429	280	3900	5000	10000	4200	10000	7900	6500	8550	6500	7250	4050	4850	4050	7200
GS-4	GS—80-25½/32-276/B-118-SF	4430 to 4459	300	4000	5100	10000	4300	10000	8050	6650	8700	6650	7400	4150	4950	4150	7400
SP-1	SP—63-25/28-32-316/B-60-SF	5000 to 5015	225	5350	6850	10000	5800	10000	10000	8850	10000	8850	10000	5400	6400	5400	9350
SP-2, 3	SP—63-25/28-32-317/B-61-SF	5016 to 5048															
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		LESS THAN 45 Ms.		6	6	6	6	6	6	6	6	6	6	6	6	6	6
		45 Ms. TO 55 Ms.		3	3	3	3	3	3	3	3	3	3	3	3	3	3

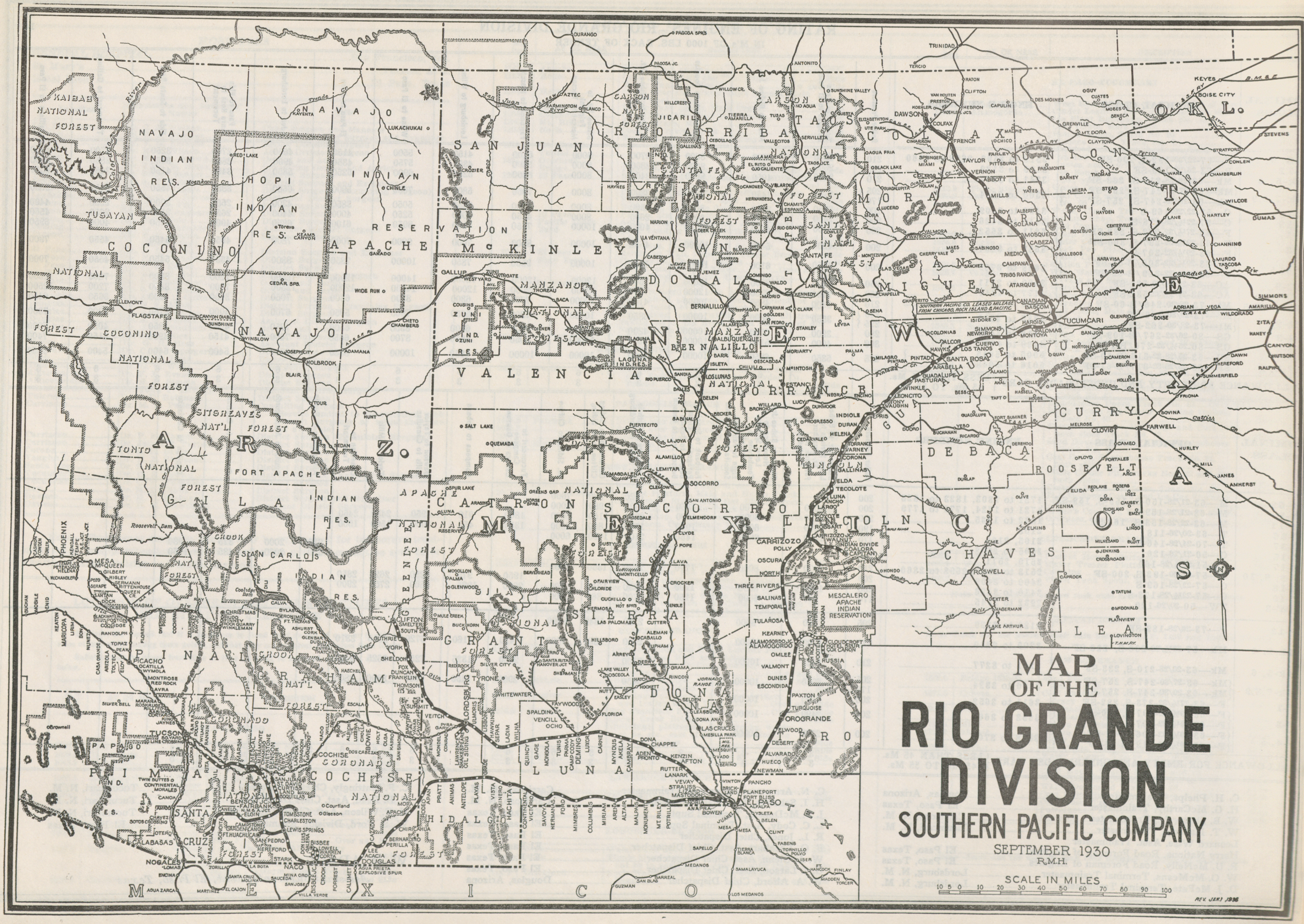
NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct. to Bisbee Lewis Springs to Ft. Huachuca Fairbank to Tombstone	Bisbee to Bisbee Jct. Ft. Huachuca to Lewis Springs Tombstone to Fairbank Elgin to Fairbank Sonoita to Patagonia	Fairbank to Sonoita Patagonia to Elgin Benson to Benson Jct. Benson Jct. to Benson	Lordsburg to Guthrie So. Siding to Lordsburg	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton	Tucumcari to Campana Cabeza to Dawson	Campana to Cabeza	Dawson to Taylor Mills to Canadian	Taylor to Mills	Canadian to Tucumcari	Alamogordo to Russia	Russia to Alamogordo	Carrizozo to Capitan	Capitan to Carrizozo			
M-68	M—63-21/28-150-S, 159-S, 159-SF	1721 to 1803, 1823 to 1825	200				1920	980	7000												
M-8	M—63-21/28-159-S	1721 to 1724, 1770 to 1779	200	1050	6000	1360	1920	980	6000												
M-11	M—63-22/28-153-S, 162-SF	1832 to 1835	200	1250	6000	1500	2250	1150	6000	1800	910	4950	2450	2450							
T-36	T—63-20/26-118	2103	190	870	6000	1050	1570	800	6000	1350	450	3000	1500	1500							
T-37	T—70-24/28-146-S	2105, 2106	175	1150	6000	1450	2100	1050	6000												
C-15	C—50-21/26-126	2505 to 2508	160												230	2000	325	930			
C-17	C—51-21½/28-160	2510, 2511	180												320	2000	435	1160			
C-8, 9, 10	C—57-22/30-192-S, 200-SF	2513 to 2599, 2698 to 2860	210	1470	8000	1770	2640	1350	8000												
C-18	C—57-22/28-169-S	3400 to 3409	200							1950	975	5250	2625	2850							
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	8000	2050	1025	5500	2750	2900							
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1150	1700	860	7000												
P-12	P—73-26/28-189-SF	3120 to 3129	205	1490	8000		2720	1340	8000												
Mk-2, 4	Mk—57-23½/30-206-S, 230-SF	3200 to 3240	210	1700	10000		2950	1530	9000	2420	1160	6720	3310	3310							
Mk-5, 6	Mk—63-26/28-210-S, 233-SF	3241 to 3277	210	1850	10000		3100			2650	1325	7250	3625	3625							
Mk-7,8,9	Mk—63-27/30-247-S, 257-SF Mk—63-29/30-247-S, 257-SF	3300 to 3324	205 176	2070	10000		3450			2900	1450	8000	3800	3800							
F-1	F—63-27½/32-273-S, 282-SF	3611 to 3652	200	2190	10000																
F-3	F—63-29½/32-297-S, 300-SF F—63-29½/32-307-S	3653 to 3667	200	2490	10000																
F-4, 5	F—63-29½/32-306/B-61-SF F—63-29½/32-319/B-62-SF	3668 to 3769	200	2770	10000																
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		LESS THAN 45 Ms.		3	6	3	6	3	6	6	6	6	6	6	3	3	3	3			
		45 Ms. TO 55 Ms.		3	3	3	3	3	3	3	3	3	3	3	0	0	0	0			

C. H. Phelps, Trainmaster—Douglas, Arizona
H. G. McCarthy, Trainmaster—El Paso, Texas
W. B. Sharp, Jr., Trainmaster—Carrizozo, N. M.
W. T. Haberly, Trainmaster—Tucumcari, N. M.
Leonard Wise, Asst. Trainmaster
Harry Nations, Road Foreman of Engines—El Paso, Texas
R. U. McNelly, Road Foreman of Engines—El Paso, Texas
W. O. McMeans, Terminal Trainmaster—Lordsburg, N. M.
D. J. McFate, Terminal Trainmaster—Lordsburg, N. M.

C. N. Armstrong, Terminal Trainmaster—Carrizozo, N. M.
H. I. Schetter, Terminal Trainmaster—Carrizozo, N. M.
J. F. McDonald, Terminal Supt.—El Paso, Texas
L. C. Cody, Asst. Terminal Supt.—El Paso, Texas
R. L. Jones, Chief Dispatcher—El Paso, Texas
F. O. Lockhart, Asst. Chief Dispatcher—El Paso, Texas
W. A. Glenn, Asst. Chief Dispatcher—El Paso, Texas
G. J. Larson, Asst. Chief Dispatcher—El Paso, Texas
W. A. Alford, Chief Dispatcher—Douglas, Arizona

C. F. Mattingly, Chief Dispatcher—Tucumcari, N. M.
R. B. Read, Asst. Chief Dispatcher—Tucumcari, N. M.
H. F. Wilson, Asst. Chief Dispatcher—Tucumcari, N. M.
W. S. Ford, Division Examiner—El Paso, Texas

W. R. ADAIR,
Assistant Superintendent, El Paso, Texas


A R I Z.
N E W M E X I C O
T E X A S
O K L.
M E X I C O
KAIBAB NATIONAL FOREST
NAVAJO INDIAN RES.
HOPI INDIAN RES.
NAVAJO INDIAN RESERVATION
TUSAYAN
COCONINO NATIONAL FOREST
COCONINO
NAVAJO
APACHE
SITGREAVES NAT'L FOREST
TONTO NATIONAL FOREST
FORT APACHE INDIAN RES.
SAN CARLOS INDIAN RES.
CROOK NAT'L FOREST
GILA
PINAL
GRAHAM
GREENLEE
COCHISE
CORONADO NATIONAL FOREST
PIMA
SANTA CRUZ
PAPAGO IND. RES.
MARICOPA
SAN JUAN
RIO ARRIBA
CARSON NATIONAL FOREST
TAOS
COLFAX
UNION
MORA
HARDING
SANTA FE
SANTA FE NAT'L FOREST
SAN MIGUEL
McKINLEY
SANDOVAL
ZUNI IND. RES.
MANZANO NATIONAL FOREST
LAGUNA IND. RES.
VALENCIA
BERNALILLO
TORRANCE
GUADALUPE
QUAY
CURRY
DE BACA
ROOSEVELT
CATRON
SOCORRO
LINCOLN
CHAVES
LEA
SIERRA
GRANT
LUNA
HIDALGO
DONA ANA
OTERO
MESCALERO APACHE INDIAN RESERVATION
GILA NATIONAL FOREST
DATIL NATIONAL FOREST
LINCOLN NATIONAL FOREST
FLAGSTAFF
WINSLOW
HOLBROOK
GALLUP
PHOENIX
TUCSON
NOGALES
DOUGLAS
BISBEE
BENSON
LORDSBURG
DEMING
EL PASO
LAS CRUCES
ALAMOGORDO
CARRIZOZO
SANTA ROSA
TUCUMCARI
DALHART
SANTA FE
ALBUQUERQUE
SOCORRO
SILVER CITY
CLOVIS
ROSWELL
TRINIDAD
RATON
DAWSON
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC
Rio Grande
Colorado River
Canadian River
Pecos River
Gila River
SCALE IN MILES
10 5 0 10 20 30 40 50 60 70 80 90 100
REV. JAN.1, 1936

MAP OF THE RIO GRANDE DIVISION

SOUTHERN PACIFIC COMPANY

SEPTEMBER 1930
R.M.H.